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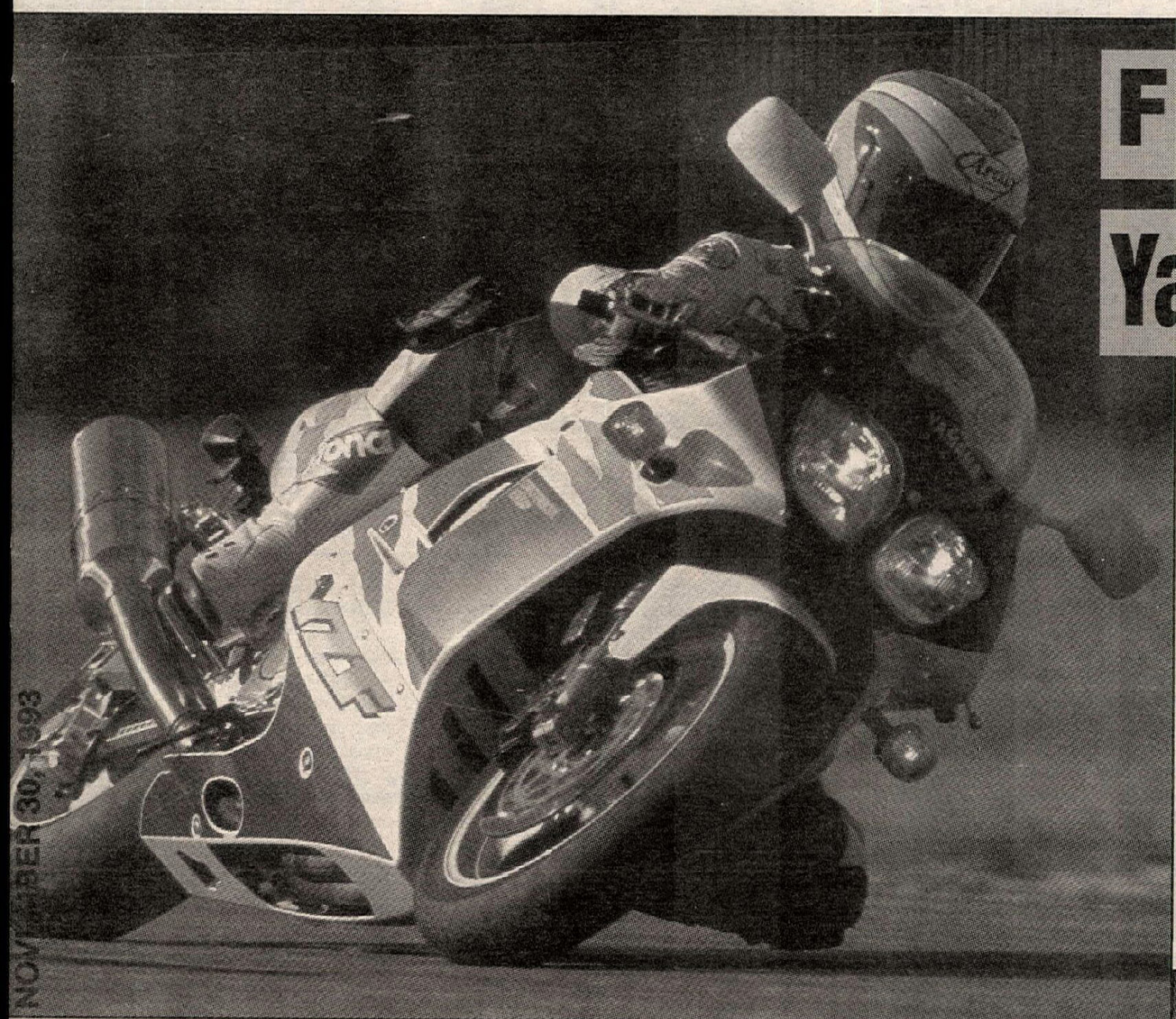


FIRST RIDE

Yamaha YZF750R

Putting Yamaha back on track

TEST: KTM 440 E/XC

Back to the future

TIME DATED MATERIAL MAILED NOVEMBER 30, 1993

IN THE WIND By Papa Wealey

Mike LaRocco (Kaw) and **Jeff Stanton** (Hon) split wins in the Tokyo Supercross at the Jingu Stadium in Tokyo, Japan, November 27-28. LaRocco topped Stanton and **Mike Kiedrowski** (Kaw) on Saturday night, and then Stanton beat LaRocco and **Damon Huffman** (Suz) in Sunday's World Championship round. **Guy Cooper** (Suz) maintained his lead in the Supercross World Championship Series with two fifth place finishes in Japan. He leads **Greg Albertyn** (Hon), 55-45, after four rounds in the five-round series. **Jeremy McGrath** (Hon) was involved in a start-straight crash on the first night, and bruised his hand. He sat out Sunday night but should be fine for the approaching Camel Supercross Series.

Kevin Windham (Kaw) and **Ricky Carmichael** (Kaw) were the big winners at the 22nd AMA Florida Winter National Olympics at Gatorback Cycle Park in Gainesville, November 23-27. The event combined motocross, TT scrambles and grand prix races, and drew 3122 entries form 32 states, Costa Rica, Guatemala, Canada, Great Britain and Australia. Windham scored overall wins in the 125 and 250cc A classes, while Carmichael topped the 85cc (12-13) division. Other class winners included **James Stewart** (Kaw) in the Pee Wee class, **Oscar Medrano** (Kaw) in the 65cc (7-11) division, **Travis Pastrana** (Suz) in the 85cc (7-11) category, **Charlie Bogard** (Suz) in the 85cc (14-15) class and **Kristy Shealy** (Kaw) in the Women's division. Windham also earned the Dunlop Silver Tire and Ricky Joseph Sportsmanship Awards, and his father Duane won the Mechanic Award. Carmichael won the AXO Bronze Bike and Scott Golden Goggles Awards.

An estimated 400 riders turned out for the **10th Annual L.A.-to-B-to-V Dual Sport Ride** during the Thanksgiving weekend, November 26-27. The ride was the final event of the AMA Suzuki Dual Sport Trail Ride Series. The 400-plus-mile dual sport ride started in Colton, California, at the Honda Rider Education Center and concluded in Las Vegas at the Hacienda Hotel & Casino. Even though the event is not a "race," **Richard Jackson**, aboard a Honda XR650L, was the first rider to complete the event. Upon arriving in Las Vegas, Jackson immediately turned around and rode back home to California. His wife was patiently waiting for him so he could continue to help pack for the couple's move to a new house.

One of those who participated in the L.A.-to-B-to-V dual sport ride was KTM's Scot Harden, who rode a prototype **KTM 620cc dual sport bike**, which is based on the company's LC4 620cc E/XC four-stroke model. KTM will actually offer two dual sport models - a 620 and 400cc LC4 R/XCs - by April. "It (the LC4 620 R/XC) and the 400 R/XC are 90% based on our competition models," says Harden. "The 620 uses a counter-balancer and weighs less than 300 pounds; that's with fluid but no gas. No, it doesn't have an electric start, but it starts super easy, anyway."

Speaking of **KTM**, the Austrian manufacturer will be importing two 50cc **"pee-wee"** motorcycles into the U.S. for 1994. The bikes, SX and SX3, are actually built for KTM by an Italian company called LEM. Both bikes feature 47.6cc, two-stroke Moto Morini engines, with automatic transmissions. They also feature inverted forks and single-shock rear suspension systems. The SX model has 10-inch wheels and, according to Scot Harden, is AMA-legal, meaning it can compete on the track against Yamaha's PW50. The SX3 has longer-travel suspension and a taller seat height, as compared to the SX model, and it also uses bigger 12-inch wheels. The MSRP for the SX is $1048; the SX3 $1248. The "micro" KTMs should be available by mid-December, just in time for Christmas.

Oriol Mauri, the president of the Spanish motorcycle federation (RFME), resigned on Saturday, November 27. According to sources in Spain, Mauri was the number one opponent of FIM president **Jos Vaessen**.

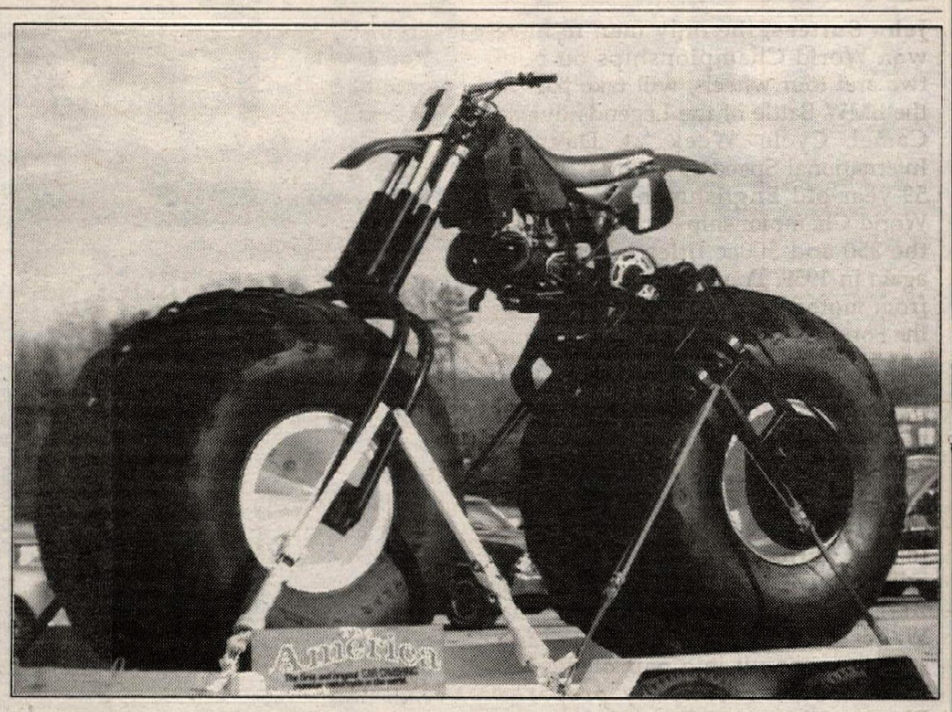
Road racer **Miguel DuHamel** still hasn't decided what he will race in 1994, but the announcement is expected to be made this week, according to his manager Alan Labrosse. The French Canadian has two offers on the table: a World Superbike ride with Ducati and an AMA Superbike National Championship ride with Harley-Davidson. "This week for sure," Labrosse said on Monday, November 29. "We're coming to the finish line - we're almost there."

World Superbike Champion **Scott Russell** is currently building a short track at his cousin's house in Georgia that will be the focus of his off-season training program. "We've been riding a lot of motocross lately and when we get the short track finished we'll be out there riding," Russell said. "We'll get Mike Smith and Brian Gibbs and some other local guys out there and get after it." Russell and Muzzy Kawasaki also have an extensive off-season testing schedule planned.

The U.S. Department of Transportation has announced a safety recall of **"LBL" helmets**, made by Chico of Fort Lauderdale, Inc., and "LBL Winner" helmets, made by Florida's Choice Lite Lids, Inc.. According to Secretary of Transportation Federico Pena, the helmets do not comply with requirements of the federal motorcycle helmet safety standard. The department has filed a federal court action against the companies for violating the National Traffic and Motor Vehicle Safety Act, and will take appropriate steps to enforce the order, but warns that "if the manufacturers fail to repurchase or replace these helmets at no charge, owners should take note of the adverse safety consequences of continuing to wear these unsafe helmets."

Canadian off-road star **Blair Sharpless** has announced his retirement from racing. The multi-time Canadian Enduro champion, who has also won nationals in the U.S., clinched this year's Canadian National Enduro and National Hare Scrambles titles, and will now focus his attention on starting an off-road products business.

The **Vintage Dirt Track Racers Association** announced its class champions for the 1992 -1993 Denver Buffalo Company's Vintage Classics VI dirt track racing season. John Fike topped the Open Pro Twin and 600cc classes while Dan Deubler was named champion of the Masters and 250cc classes. Chris Smith won the Dinosaur class, and Ron Stone took top honors in the Open Twin class. Sanction activity to finalize the 1994 Vintage Classics VII race schedule is underway.



McGrath's new Honda?

Not quite, but it is "The America - The Monster Motorcycle." This Honda CR500-based monsterbike is owned, and was created, by William Townes of Chesapeake, Virginia, and is expected to make its debut at monster truck events sometime in 1994. The "motorcycle" is eight feet tall and weighs in at 2000 pounds, well over the AMA minimum.

The **County of Santa Clara Motorcycle Park** in San Jose, California, now has a hotline recording offering information on track and trail conditions as well as upcoming park events. The hotline number is 408/972-0810.

Former motorcycle racer and NHRA top fuel champion **Eddie Hill** was honored in his hometown of Wichita Falls, Texas on November 20 as thousands of people turned out for ""Eddie Hill Day." Hill, who owns a motorcycle dealership in Wichita Falls, was joined in an autograph session by former Indianapolis 500 veteran Lloyd Ruby, another ex-motorcycle racer.

Newly crowned 500cc MX World Champion **Jacky Martens** signed a letter of intent for a two-year deal to stay aboard Husqvarna four-strokes. The Belgian will begin testing three new chassis in early December, and there are rumors that a semi-automatic transmission may be used, borrowing technology from the road race program.

The start of the Supercross of Barcelona (Spain) was delayed on Saturday, November 20, when spectators participated in an eight-minute standing ovation to honor three-time World Champion **Wayne Rainey**. When event promoters showed a video of Rainey, the crowd stood and cheered. It wasn't until the announcer promised that the video of the supercross and the ovation would be hand delivered to Rainey that the crowd finally took their seats and allowed the racing to continue.

According to the Motorcycle Industry Council (MIC), BLM director **Jim Baca** has pledged to give high priority to recreation as it redefines its management of public lands to reflect changes in the nation. Baca spoke at a Recreation Exchange luncheon on November 16, and admitted that recreation has "been in the background" of BLM management, but said he intends to emphasize recreation uses of BLM's 270 million acres as he restructures the agency. Baca said his agency has a responsibility to help rural economies diversify as they move from dependence on single natural resources such as minerals or timber. He added that recreation could play an important role for such communities. Baca also said that public-private partnerships are an important component in his plans to advance recreation on BLM lands. He cited a current partnership with the MIC as an example of this philosophy in action. According to Baca, the BLM is undertaking an extensive internal review, and a new management strategy and reorginazation plan will be completed by next summer. Baca added that he will invite the recreation industry to review the new plan, stating, "We will do whatever is possible to further recreation on BLM lands."

U.S. Department of Agriculture Secretary Mike Espy named **Jack Ward Thomas** as chief of the Forest Service on November 18. Thomas replaces Dale Robertson, who was chief since 1987. Robertson was moved to a position as a special assistant to Deputy Agriculture Secretary Richard Rominger. Thomas, a wildlife biologist and career Forest Service employee, most recently led a scientific team attempting to resolve the northern spotted owl/old-growth forest issue in the Pacific Northwest. He will be the first Forest Service chief to serve as a political appointee at the discretion of the president. The appointment makes Thomas the chief steward of 156 national forests and 19 national grasslands covering 191 million acres. The forest service currently manages thousands of miles of trails and primitive roads accessible by off-highway motorcycles.

Kyle Lewis (Yam) was the big winner at the 3rd Annual Nevada Arenocross at the Reno Livestock Event Center in Reno, Nevada, November 19-20. Lewis topped the 250cc Expert class both Friday and Saturday nights, while **Lance Smail** (Hon) and **Cory Keeney** (Kaw) topped the 125cc Expert classes. Lewis also finished second in Saturday's 125cc Expert class feature.

John Surtees, the only man to have won World Championships on both two and four wheels, will take part in the BMW Battle of the Legends during Camel Cycle Week at Daytona International Speedway in March. The 59-year-old Englishman won seven World Championships, including both the 350 and 500cc titles in 1958 and again in 1959. Four years after retiring from motorcycle racing, Surtees won the Formula One World Championship in a Ferrari. Surtees will be among six past stars known as the Legends Emeritus. Unlike the 10 other BMW Legends, the Emeritus group will not compete during AHRMA Vintage Day on March 7, but will be available for photos, autographs and reminiscing. Joining Surtees as Legends Emeritus will be **Dick Klamfoth, Dick Mann, Bart Markel, George Roeder** and **Walter Zeller**. Competing on the full speedway circuit in a pair of five-lap races aboard identically prepared BMWs will be 1993 Daytona Legends winner **Jay Springsteen**, 1992 winner **Yvon DuHamel, David Aldana, Don Castro, Don Emde, Gary Nixon, Reg Pridmore, Roger Reiman, Don Vesco** and first-time Legends rider **Kurt Liebmann**.

Races three days apart in early March at Georgia's Roebling Road Raceway and Daytona International Speedway will start off AHRMA's 1994 Battle of Twins season and will make up a series within a series - the **International BOT Twin Crown**. "Daytona Bike Week has become known worldwide for twins racing, and this year we will bring back that proud tradition with these two events," said **Jeff Smith**, AHRMA's executive director. "It will also provide an exciting start to our first full-fledged national BOT series." AHRMA will also sanction the International SOS Twin Crown, featuring Sound of Singles, again at Roebling Road and Daytona. "We are committed to providing a first-rate Sound of Singles series for 1994, and one look at the innovative SOS machinery in Europe and Japan gives an exciting glimpse of what we can expect on these shores," Smith said. For more information contact AHRMA at 715/842-9699.

American Flyers won the AMA/CCS Pacesetter Award, an honor based on the team's professionalism during the 1993 AMA/CCS Endurance Challenge Road Race Series. American Flyers ended up fourth in the GTU class championship.

Former AMA National MX Champion **Ron Lechien** has been confirmed as an entrant in the La Playa Motocross GP, December 5, at the Cantamar Dunes in Baja California, Mexico, by his sponsor MMF Racing. Lechien will race in the 500cc Pro class in an attempt to thwart the string of four straight wins at the event by **Rex Staten**.

Cycle News contributor **Alan Cathcart** won the Sound of Singles race at the Tsukuba circuit near Tokyo, Japan, November 21 on his Ducati SuperMono. Cathcart defeated a field which included factory supported entries from Suzuki, Honda and Yamaha, becoming the first European rider and European motorcycle to win an SoS race in Japan.

According to a press release from his team, road racer **Tray Batey** established a new track record at Talladega Grand Prix Raceway in Talladega, Alabama, on November 13. Batey rode his Team Kinko's Copy Centers Yamaha YZF750 around the track in 57.65 seconds to eclipse the previous mark set by **Kurt Hall** in 1990.

The **Costa Mesa Speedway Fall Classic** scheduled for December 4 has been cancelled. Promotor Harry Oxley was hoping to use the classic as a team competition pitting overseas and U.S. based riders against each other, but with the current injured status of World Champion **Sam Ermolenko, Dukie Ermolenko, Ronnie Correy** and **Greg Hancock**, it was impossible to put together an overseas squad. "We couldn't put together an overseas team because the overseas riders are all hurt. We could have put together an international team, but that wasn't really what we wanted to do," Oxley said. "I'd rather have a first-class show with all the Americans.

The AMA has announced their tentative **National Championship off-road schedules** for 1994, including dates for the Hare & Hound, Reliability Enduro, Hare Scrambles and Enduro Series. Events of note in the Hare & Hound Series include new races in Reno, Nevada (October 2) and Carson City, Nevada (November 6). New Reliability Enduro events include Fayetteville, Arkansas (March 19-20), Crosbyton, Texas (April 16-17), Minden, Nevada (April 23-24) and Tillamook, Oregon (May 14-15). The International Six Days Enduro will be September 20-25 in Tulsa, Oklahoma. Rounds in Hollister, California (February 6), Silver City, Idaho (October 9) and Lynnville, Indiana (November 6) have been added to the Hare Scrambles series, and the Wickenburg, Arizona, race has been removed from the schedule. The enduro series has new rounds in Lake Pleasant, Arizona (February 13), Wrentham, Massachusetts (June 5) and Lucerne Valley, California (October 16). See next week's calendar section for the complete schedules.

The dates are also set for Acerbis Adventure's 2nd Annual **Nevada Rally**, which will run in the opposite direction than it did in '93, covering a total of 1712 miles. After two days for technical inspection in Las Vegas, the rally will start on August 14 and head to Tonopah. Day 2 will take riders to Fallon, and Day 3 will go to Elko. Riders will get to spend a day relaxing before heading to Mesquite, and the final day will end in Las Vegas. The course is designed to be slower and less dusty, with 35 percent more special test miles. In addition, course markings will be all but eliminated, putting the riders' navigational skills to the test. Longer single special tests will replace multiple tests on any given day, and pit crew logistics are also said to be simpler. A minimum $25,000 purse will be up for grabs, and hotel and food packages will again be available. For more information, call 619/562-1440.

Those considering purchase of a new 1994 KTM should be interested in the Austrian company's **Customer Care Kit**, which provides a "care package" worth over $300 to those who buy a new KTM before December 31, 1993. For example, kit contents for a 250 SX or E/XC include a spare air filter, muffler packing, Flambeau toolbox, clutch and throttle cables, chain guide block, top-end gasket set, decal sheet, spark plug, Scott grips, Duralube two-stroke and transmission oil, carburetor jet kit, spoke wrench, socket wrench, replacement parts booklet, owner's handbook, tie-downs, hat, and T-shirt. Check out our test of the new KTM 440 E/XC on page 14.

World Champion **Kevin Schwantz** has started his hectic off-season testing program. The Texan is currently in Australia where he will complete four days of testing at Phillip Island before heading to Eastern Creek for three more days on the Lucky Strike Suzuki RGV500. Since ending his championship-winning season, Schwantz has been spending most of his time working on restoring an old ranch house that he purchased this year.

AMA Grand National Champion **Ricky Graham** recently joined four-time Grand National Champion **Scott Parker** and former Supercross and National MX Champion **Jeff Stanton** as a Team Yeti support rider. The Durango, Colorado, bicycle manufacturer fields one of the Nation's most successful downhill mountain bike racing teams, and apparently, president **John Parker** is a former motorcycle racer himself. "I met John at the Sacramento Mile," said Graham. "He was really excited about providing me with a bike, and I'm just as excited about incorporating mountain biking into my training regimen." According to Graham, he took his first spin on his new Yeti A.R.C. recently, and although he spent a considerable amount of time on the ground, was quite impressed with his new toy. "The bike has these special clip-in pedals on it," said Graham with a laugh. "It's kinda hard to get your feet out real quick and I fell quite a few times. I can only imagine what it would have been like if I had them on my BMX bike when I was little!"

BORN: Brandon Thomas, to Checkers M.C. member and 1986 Barstow to Vegas overall winner Cliff Thomas and his wife Donna, on November 28 in Valencia, California.

STOLEN: A 1989 Honda XR600 from the Good Nite Inn, in Lenwood, California, Friday, November 26, during the Barstow to Vegas Dual Sport Ride. The VIN number is JH2PE0405KK4 and the license number is 11Y8362. For more information contact Russ Taylor at 909/595-0384.

APPOINTED: Michael Marx, to head Continental Tire's two-wheel division which encompasses motorcycle and bicycle tires. Marx most recently worked as Continental's district BMW passenger tire sales manager in Germany. Marx, a former bicycle racer, won a bronze medal at the 1984 Olympics in Los Angeles, California.

MARRIED: Northern California professional motocrosser Scott Myers, to Stefani Pettigrew, in Lake Havasu City, Arizona, October 16.

ENGAGED: AMA 250cc National MX Champion Mike Kiedrowski to longtime girlfriend Wendy Moore. A wedding date has not yet been set.

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ON THE FRONT PAGE:

We ride Yamaha's YZF750R "Superbike" at Georgia's Roebling Road Raceway. See page 6 for a full test. Photo by George Roberts. KTM has introduced yet another Open-class off-road bike, the 440EXC. How does it work? Turn to page 14. Photo by Kinney Jones.

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VOICES Letters to the editor

Baja thanks

I would like to take this opportunity to thank the people and companies who helped make our team's victory in the 250cc class at the Baja 1000 possible. This was the ninth Baja 1000 in which I've participated, and I can't remember ever wanting to win so badly.

Our main sponsors are: Tom Wimberly, TnT Racing, J&R Key and Hardware and Televideo San Diego. The support offered by them is unparalleled. Other sponsors include FMF, who helped with a special pipe and silencer; Cycle Parts West; Alba Honda in Encinitas; Trick; Scotts Performance for a super reliable motor, plush suspension and Unic steering stabilizer; Songdog Packs and the Back Canteen; and the Godfather Restaurant.

Our volunteer crew consisted of Richard Large, Dave Thorton, Jeff Hart, Ross Gregory, Dave and Frank Chase, Paul Ostbo, Regina Reese, Adam Johnston, Dave Dixon, Greg Reynolds, Eric Hjalmarson, Los Locos MC, Mark Girsch, Johnny Cambell, and a very special thanks to Brian Salley for the time he put into the race bike and pit organization.

Our team's Honda CR250, ridden by John Flores, Freddie Willert, Billy McClintock and myself, performed flawlessly and we had an almost perfect ride. This is the same Honda that John and I rode to the class win in the Baja 500. I'm sure without the help of these companies and individuals, we wouldn't have been successful.

Thanks a million.

Tim Morton
Solana Beach, CA

And again

I would like to take this opportunity to publicly express my appreciation to Mark Johnson, Jose Gonzalez, Sharon Richards and the entire staff of Kawasaki Team Green. I recently competed in the Baja 1000 for the first time and could not have done so without their support.

Coming from a motocross background, attending this race was a total education in desert riding and racing. From pre-running my respective section of the course to finishing second in Class 21 on race day, the entire Team Green staff and off-road rider team went out of their way to provide assistance and direction to me. The Baja motorcycle experience truly opens your eyes to a very different type of motorcycle racing.

Larry Roeseler, Danny Hamel and Ty Davis are true champions as they not only won the event but provided a racer from a different world an introspective look into their unique type of racing.

Thanks again for the opportunity.

Kevin Foley
Titusville, Florida

Good news, bad news

Talk about a "good news, bad news" racing season. Ricky Graham wins the number one plate in the Grand National dirt track series - that's the good news. He wins it the year that R.J. Reynolds doesn't have a point fund - that's the bad news. More good news - he wins the Harley-Davidson 883 dirt track series and the Continental Tire 883 National Championship Series. The bad news - he (and a couple of other racers) didn't have the right stickers on his bike so the fourth-place finisher takes home the $8000.

I'm kind of confused. A tire company sponsors a racing series and very few of the competitive riders used their tires. I'm not sure if they had to use their tires to qualify for the championship, but they did have to have the company's decal on their bikes and leathers. If their product doesn't work and you are not using their product, why would you have their stickers on your bike? The top three in the point standings got squat. That doesn't seem fair. Were they disqualified? How could the AMA allow this to happen?

More good news - Ricky Graham is the AMA MotoWorld Pro Athlete of the Year. No bad news here. His record speaks for itself. I hope he does the same thing next year and hopefully he will be properly rewarded.

Mike Morio
Redford, MI

The dictionary gives the following as one of its definitions for the word contingency: some thing or event which depends on or is incidental to another. In the case of Continental's contingency program for the 883 series, getting the $8883 definitely depended on having their decals and patches on your motorcycle and leathers. In Graham's case, one of his major sponsors in 1993 was Dunlop. Thus, the absence of Continental stickers and patches and, of course, the money. Welcome to the world of contingency sponsorship...Editor.

Discontinued

The news of the decision to discontinue the production of Inside Motocross has just reached our office and I must say that on behalf of my entire staff, it was not the most popular decision rendered recently.

For whatever reason the decision was made, I am sure that the "powers that be" have just cause. It seems so unfortunate to see such a positive influence on both the sport, and the industry as a whole, come to an end so abruptly. It's a shame that a publication which showed that it is possible to encompass the entire sport, from the amateur ranks to the top-level professionals, and include a technical aspect (which few others have ever enjoyed) without creating controversy will be no more.

More important are the people involved with Inside Motocross. Knowing the amount of energy it took to compose each issue, it is with great sadness we see it come to an end. My thanks go to Fran Kuhn, who I know poured his heart and soul into each and every issue to achieve a level of perfection no one else has ever been able to do. Fran, you should be very proud of your accomplishments and move forward knowing you left at the top. I had also had the pleasure of working with Carol Hodge on two separate occasions. Her artistic and photographic talents elevated our sport to a level not seen before and not likely to be seen again anytime soon.

In closing, I'd like to thank everyone involved with Inside Motocross for the evenings spent reading about our sport.

Inside Motocross, you'll be missed.

Mark Johnson
Team Green manager
Irvine, California

AXO Sport America president Jim Hale announced last week that his company would cease publication of its quarterly magazine, Inside Motocross, one year after its debut...Editor.

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- ★ 1993 Blackwater 100
- ★ "Showtime" Jeremy McGrath
- ★ Barry Sheene - Champion

MOTOCROSS

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for this first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#83D) '93 Italian RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#86D) '93European (Spain) RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A)Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

CRASHES

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the illhandling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#106) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

DRAG RACING

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

MOVIES

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

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RIDING IMPRESSION 1994 Yamaha YZF750RF

Gettin' serious again

By Kit Palmer

When was the last time Yamaha won the AMA Superbike National Championship? If you said 1991 - with Thomas Stevens at the helm - you're right. That was only two years ago, but for Yamaha it seems a whole lot longer.

The year following Stevens' title-winning performance, Kawasaki snatched the number-one plate away with recently crowned World Superbike Champion Scott Russell providing the throttle-twisting. In 1993, Doug Polen and his V-twin Ducati 888 breezed to victory over Kawasaki riders Dale Quarterley and Miguel DuHamel.

After having relished the sweet taste of a superbike championship for the first time in '91, Yamaha quickly grew tired of playing second-fiddle to the Kawasaki and Ducati teams. So they did something about it - they completely redesigned their racebike, and what they ultimately came up with is the all-new YZF750R. Not only is this good news for Team Yamaha racers Jamie James and Colin Edwards II, it's also extremely good news for you - for a cool $9799 you can buy *basically* the same bike James and Edwards will ride in the 1994 AMA Superbike National Championship.

The YZF750R is Yamaha's first state-of-the-art production "racebike" since the '89 introduction of the popular FZR600R. (Yamaha already has an all-new YZF600R in the works, but it won't be seen in the U.S. until mid-'94, as a '95 model bike. The YZF600R is already available in Europe). The last up-to-date 750cc Yamaha production "superbike" was the FZR750, which made its first appearance in 1987.

The YZF750R is based on the race team's YZF750SP superbikes, which made their track debut earlier this year at Wisconsin's Road America, for the fifth round of the National Road Race Series. The 19-year-old Edwards immediately went out and qualified fastest on the new bike, but later crashed during the race while running second when he and Ducati's Pascal Picotte tangled on the second-to-last lap. The other SP, ridden by James, finished third behind Polen's winning Ducati and DuHamel's Kawasaki ZXR750R.

It was at Road America that James commented on his new Vance & Hines YZF750SP, which replaced the OW01: "It steers good and it sticks in the turns. It's really the perfect bike. The OW was a compromise. This engine feels stronger..."

James and Edwards went on to finish fourth and sixth, respectively, in the series. Perhaps the new SPs arrived five races too late. At least James and Edwards would like to think so.

Nevertheless, the "street-legal" YZF750R that will be hitting showroom floors in January will, of course, be somewhat different that the SPs ridden by James and Edwards, but the foundation is the same.

The new YZF750R is powered by a 749cc, slant block, parallel four-cylinder, five-valve-per-cylinder (three intake and two exhaust valves), liquid-cooled, DOHC Genesis engine, a direct descendent of the Yamaha OW01 Superbike. Large-bore 38mm (39mm on the SP race bikes) downdraft Mikuni carburetors feed into new, straight, narrow ports. Fuel is force-fed into the carbs via an electronic fuel-pump located inside the gas tank. To accommodate the straighter ports and redesigned combustion chamber, the angles of the valves have been slightly changed.

The combustion chamber volume is slightly smaller in the YZF750R/SP's engine as compared to the OW01's engine, 15.3cc to 13.1cc. Yamaha also lightened up the crankshaft, and the EXUP (Exhaust Ultimate Power-valve) system is still used. The EXUP is a small, microcomputer-controlled valve, or flap, that is located between the header pipes and the muffler of the 4-into-1 exhaust system. At full throttle the valve opens to its maximum, while at idle, the valve opens only slightly. The EXUP valve not only constantly and automatically adjusts or "tunes" the exhaust system for optimum performance, it also reduces exhaust note, especially at idle.

The YZF750R is fitted with a six-speed transmission, but, unlike the close-ratio tranny found in the SP race bikes, the R's transmission uses wider gear ratios that are better suited for street riding.

The lightweight, aluminum Deltabox frame features a removable aluminum subframe and is designed to be extremely rigid and smaller overall than the OW01 chassis. The smaller frame translates into a fairly short 55.9-inch wheelbase for quicker handling, but according to the folks at Yamaha, overall stability has not been sacrificed.

Keeping the overall weight down was of prime concern. In addition to using an aluminum mainframe and subframe, weight was reduced by using aluminum handlebars and triple clamps; newly designed aluminum cast wheels; hollowed-out front (22mm) and rear (28mm) axles; lighter forks; by installing shorter and lighter bolts, and using an assortment of aluminum-constructed stays and brackets. Just about every part on the motorcycle was made lighter. The claimed overall dry weight is 428 pounds.

The front suspension is handled by an inverted 41mm telescopic, coil spring/oil fork, and the back end is handled by a single, gas/oil shock, rising-rate link suspension system. Both front and rear suspensions are fully adjustable for spring pre-load, and rebound and compression damping. The rear shock also features a remote reservoir, and the truss-type aluminum swingarm is designed to be lightweight and extremely rigid. Also, to improve rigidity up front, the width of the triple clamps is narrower so there is less chance of "fork twisting." Wheel travel up front is 4.72 inches while the rear boasts 5.12 inches of travel.

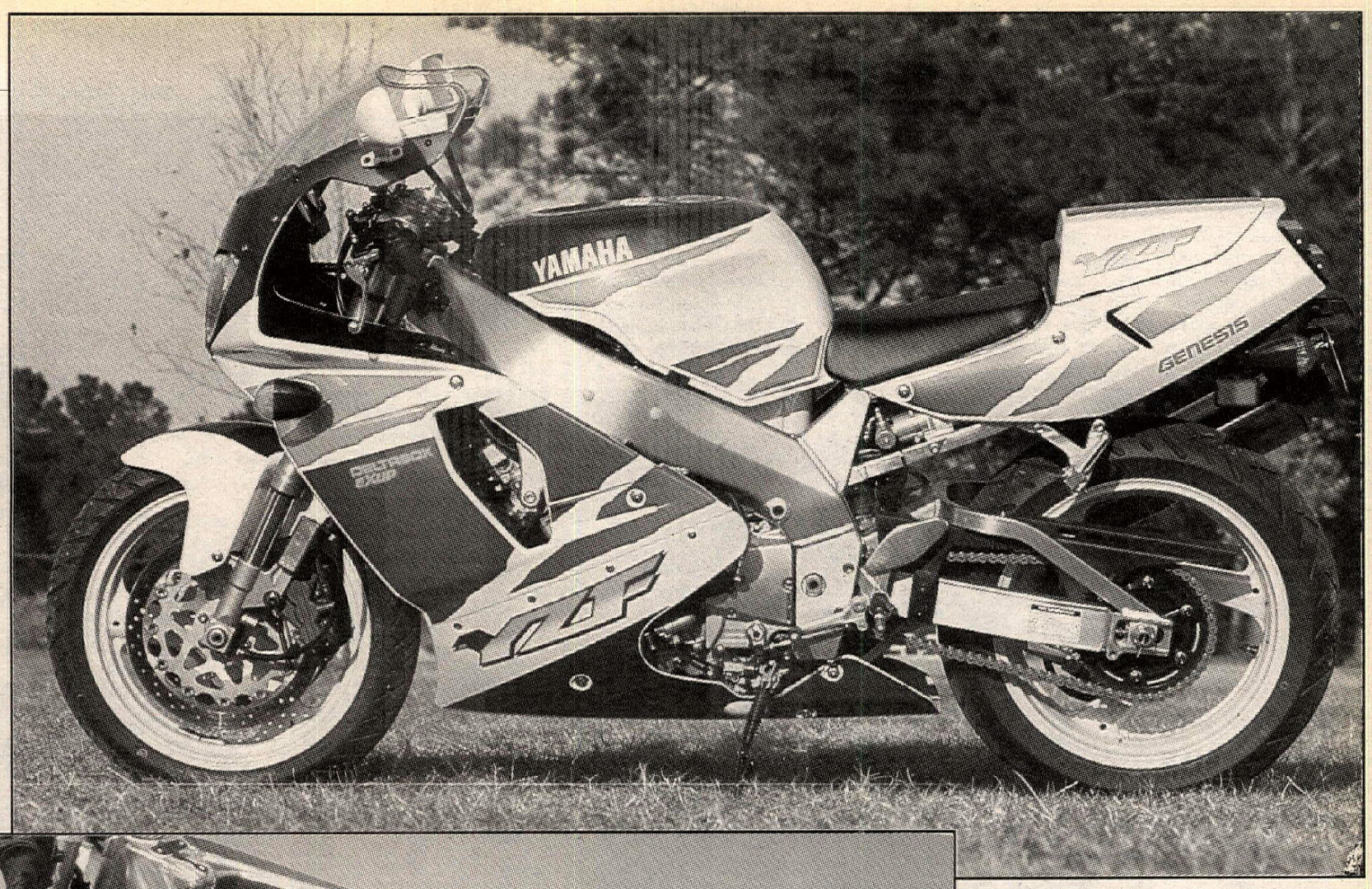
A lot of attention went into the YZF's braking system. Up front, super-powerful, 320mm dual front rotors with six-piston calipers have been installed; in

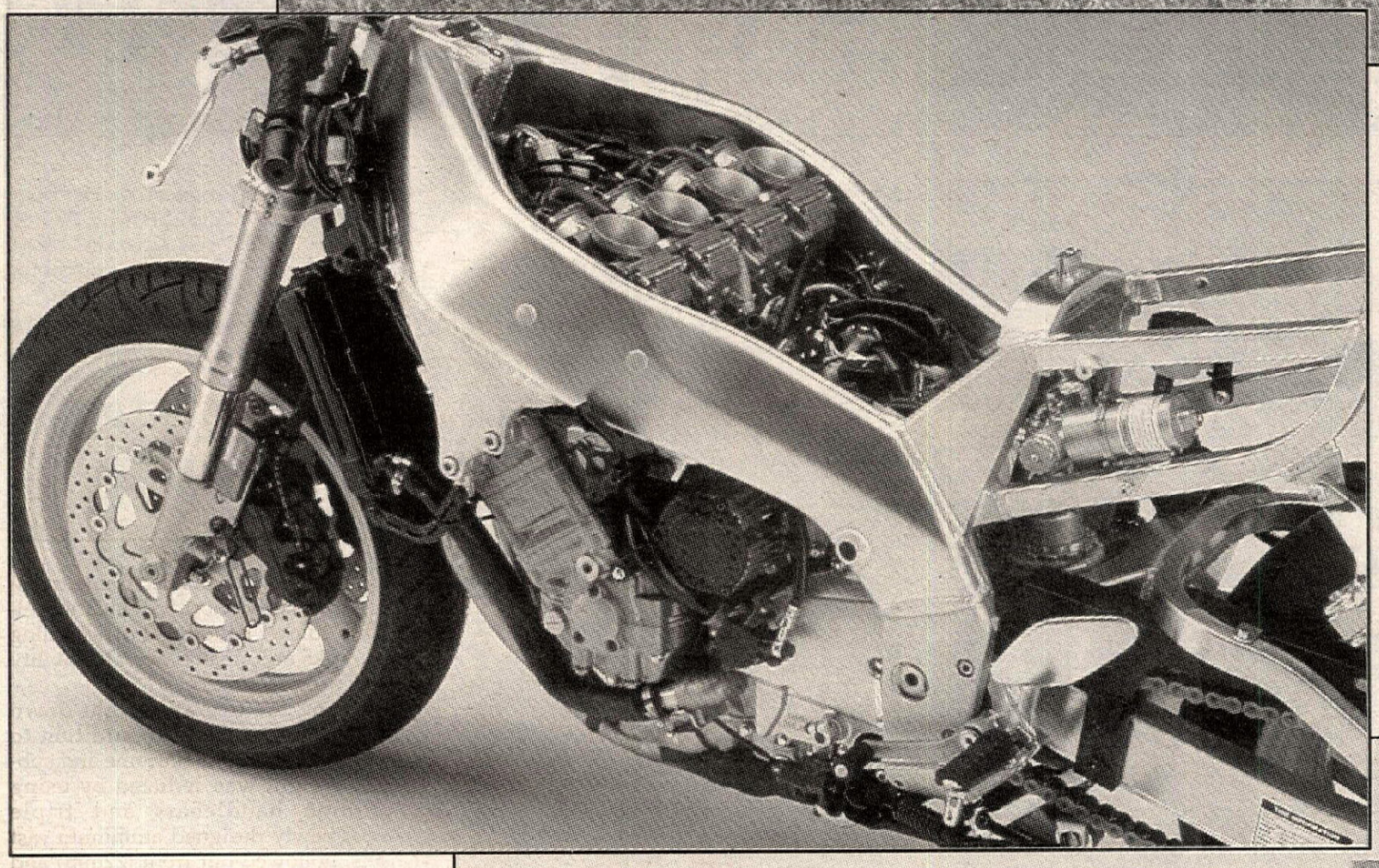
back is a single 245mm "floating" disc, using a single-piston caliper. The front brake system is the same as was used on the 1992 factory OW01 race bikes. The front brake lever features a four-way adjuster.

Dunlop D202 ZR-rated tires are mounted to the new, yellow-painted, 17-inch wheels.

The fairing, which closely resembles that used on the factory racers, is designed to be extremely aerodynamically efficient, as well as compact and lightweight. Yamaha claims that the fairing is "...one of the most aerodynamic fairings ever designed, with one of the lowest drag coefficients of any 750cc class machine."

The YZF has dual "cat-eye" headlights,





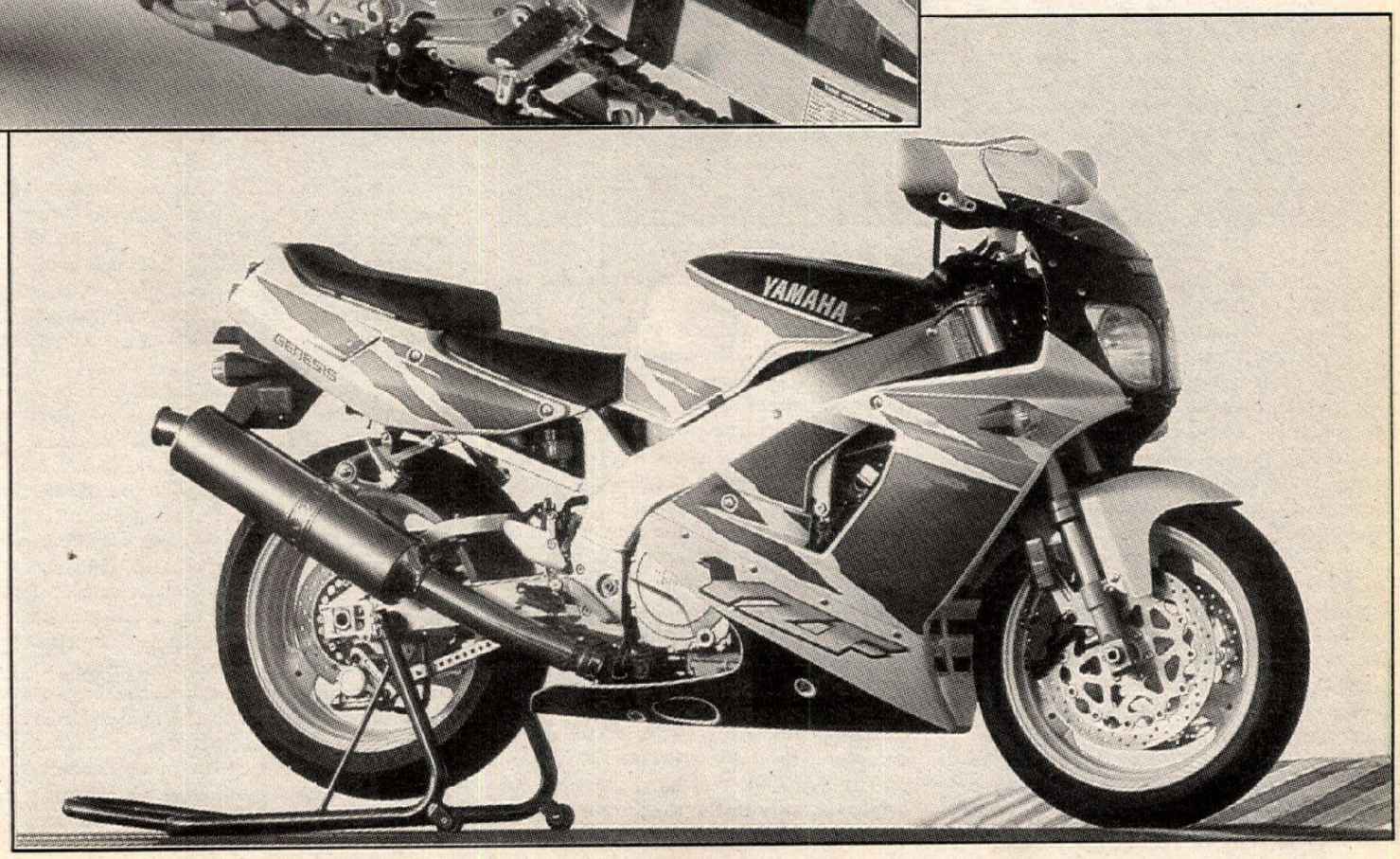
(Above) Yamaha is jumping right into the heat of battle with its all-new YZF750R "superbike." It is based on the bikes that Jamie James and Colin Edwards II will compete on in the 1994 National Superbike Series. (Left) The YZF's 749cc, liquid-cooled, slant block DOHC, 20-valve engine is a direct decedent of the Yamaha OW01 superbike. The aluminum Deltabox frame, which features a detachable rear subframe, is significantly smaller than the ones used in the OW01. The YZF's claimed dry weight is 428 pounds. (Below) Come January, the YZFs will start to appear on showroom floors, along with a MSRP of $9799.

and the cockpit offers only the necessities. Instrumentation includes a speed-/odometer, tachometer and water temperature gauge, plus a few of the usual "warning" lights.

The YZF features a passenger seat for two-up riding as well as a standard rear seat cowl for single riding. The five-gallon fuel tank has an aluminum filler cap assembly and is shaped to facilitate quick-fill modifications.

Yamaha introduced the YZF to the motorcycling press at Georgia's Roebling Road Raceway, and by the time Yamaha technicians and representatives had finished revealing all the ins and outs of the company's all-new sportbike, we couldn't help *but* have extremely high expectations of the YZF750R. It didn't take long to learn that the YZF did, in fact, far exceed them.

Swinging a leg over the YZF for the first time, we quickly discovered and were pleasantly surprised at how com-



RIDING IMPRESSION 1994 Yamaha YZF750RF

fortable the bike is - the "ergos" are simply excellent - *for a sportbike*, that is. Sitting atop the YZF doesn't feel as though you are crammed into the ball turret in the belly of a B-17 bomber. In fact, the YZF almost felt, well, uh...roomy? Okay, perhaps *roomy* is going a bit too far, but it certainly is more comfortable than, say, a Suzuki GSXR750.

We spent approximately a day and a half buzzing around the 2.02-mile, eight-turn Roebling Road track on the YZF750R and enjoyed every minute of it. The powerful motor is easy to manage and had no problems reaching speeds up to 130 mph down the track's long straightaway. It was here where we really appreciated the YZF's extremely powerful, yet super progressive, front brake; two fingers on the lever is all it takes to haul the bike in for the turns.

Flicking the bike over in the corners is a breeze on the YZF. The bike feels well-balanced, very light and requires little effort by the rider to initiate the turns, and the excellent ergonomics make it simple to move around on the bike, especially while making the transistion from left to right or vice versa. And we didn't experience any problems with banging one's knee or catching one's riding gear (boots and leathers, etc.) on the fairing.

Speaking of the fairing, it does an outstanding job of keeping wind blast off the rider, especially in the tucked-in position. Jamie James once said of the SP's aerodynamics, "You could light a match under the bubble - it's so quiet." We now know what he means.

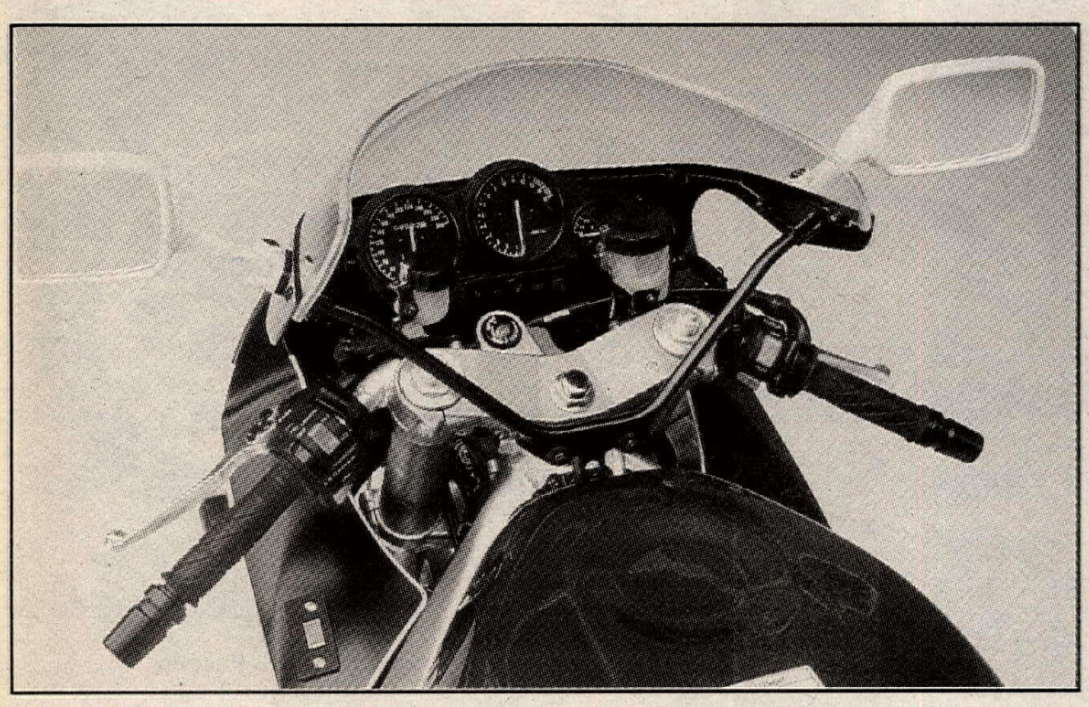
Clicking up and down through the YZF's six-speed transmission did not reveal any flaws, but the clutch did get a little stiff and lose its feel after a while. Overall, shifting was positive and we never missed a gear.

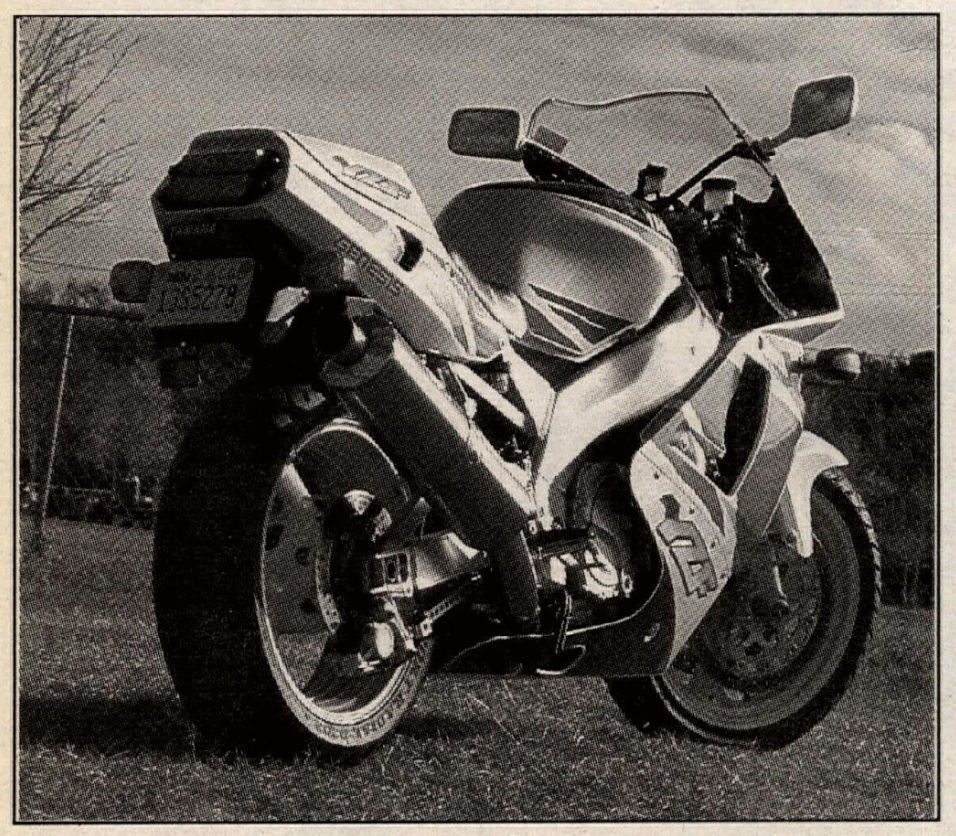
Getting back to the engine, we were quite pleased with how it performed both on and off the track. We squeezed in about 100 street miles in Georgia on the YZF and we have no doubts that we could live with this motor whether or not this bike ever sees a race track. It produces decent bottom end, and pulls with authority throughout the powerband. It does so in a smooth and controllable fashion. There is no real vibration to speak of, either. Overall, this bike is fast.

Despite only riding the YZF750R for a relatively short period of time - mostly track time - we left Roebling Road quite impressed. The bike is simply awesome on the track and seems to be quite acceptable for daily street use, as well.

The YZF750R will have its work cut out for it on both the sales floor and on the track next year, however. Honda is set to introduce its latest sport/superbike the RC45; Suzuki now has its lighter GSXR750R, and Kawasaki has its already-proven ZX-7R. And, of course, there is Ducati's 916.

The YZF750R definitely adds spice to an already hot class. CN





(Above left) Instrumentation is straightforward and simple, nothing fancy here. (Above right) The YZF is surprisingly comfortable. (Left) Yamaha will have a lucrative road race contingency program for 1994, making the YZF even more appealing.

Yamaha YZF750RF
Specifications

Engine	
Type	Liquid-cooled, 4-strk, DOHC, forward inclined parallel, 4-cylinder
Displacement	749cc
Valves	5-per-cylinder
Bore x stroke	72x46mm
Compression ratio	11.5:1
Starting system	Electric
Carburetor	BDST38 Mikuni (4)
Lubrication system	Wet sump
Transmission	6-speed
Clutch	Wet, multiple disc
Fuel pump	Electric
Ignition system	TCI Digital
Chassis	
Frame type	Diamond, aluminum Deltabox w/removable subframe
Front suspension	Inverted, telescopic fork, coil spring/oil damper
Fork tube dia.	41mm
Front travel	4.72 inches
Rear suspension	Swingarm, link-type, coil spring, gas/oil damper
Rear travel	5.12 inches
Caster angle	24 degrees
Trail	4.25 inches
Steering angle	30 degrees (left & right)
Front Wheel	Aluminum, MT3.50 x J17
Rear wheel	Aluminum, MT5.50 x J17
Tire front	Dunlop D202 120/70 ZR17
Tire rear	Dunlop D202 180/55 ZR17
Brake front	Dual disc, 320 x 5mm, 6-piston
Brake rear	Single disc, 245 x 6mm, 1-piston
O/A length	81.5 inches
O/A width	28.7 inches
O/A height	45.9 inches
Seat height	30.9 inches
Wheelbase	55.9 inches
Ground clearance	5.51 inches
Claimed dry weight	428 lbs.
Claimed wet weight (full gas)	481 lbs.
Fuel capacity	5.0 gallons
Colors	White
MSRP	$9799

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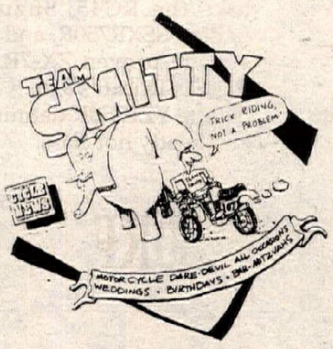

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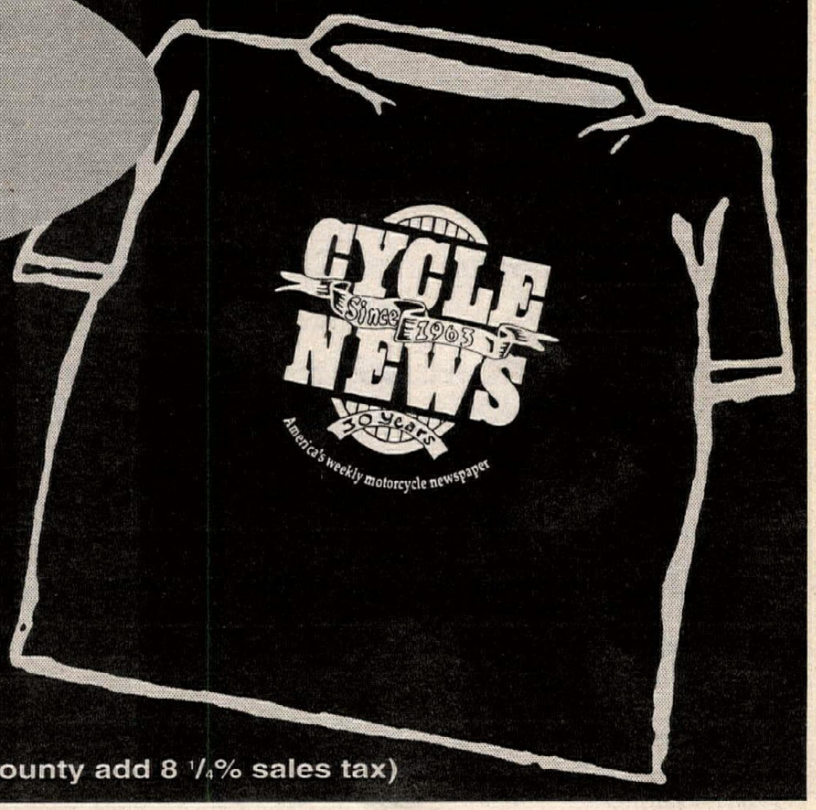

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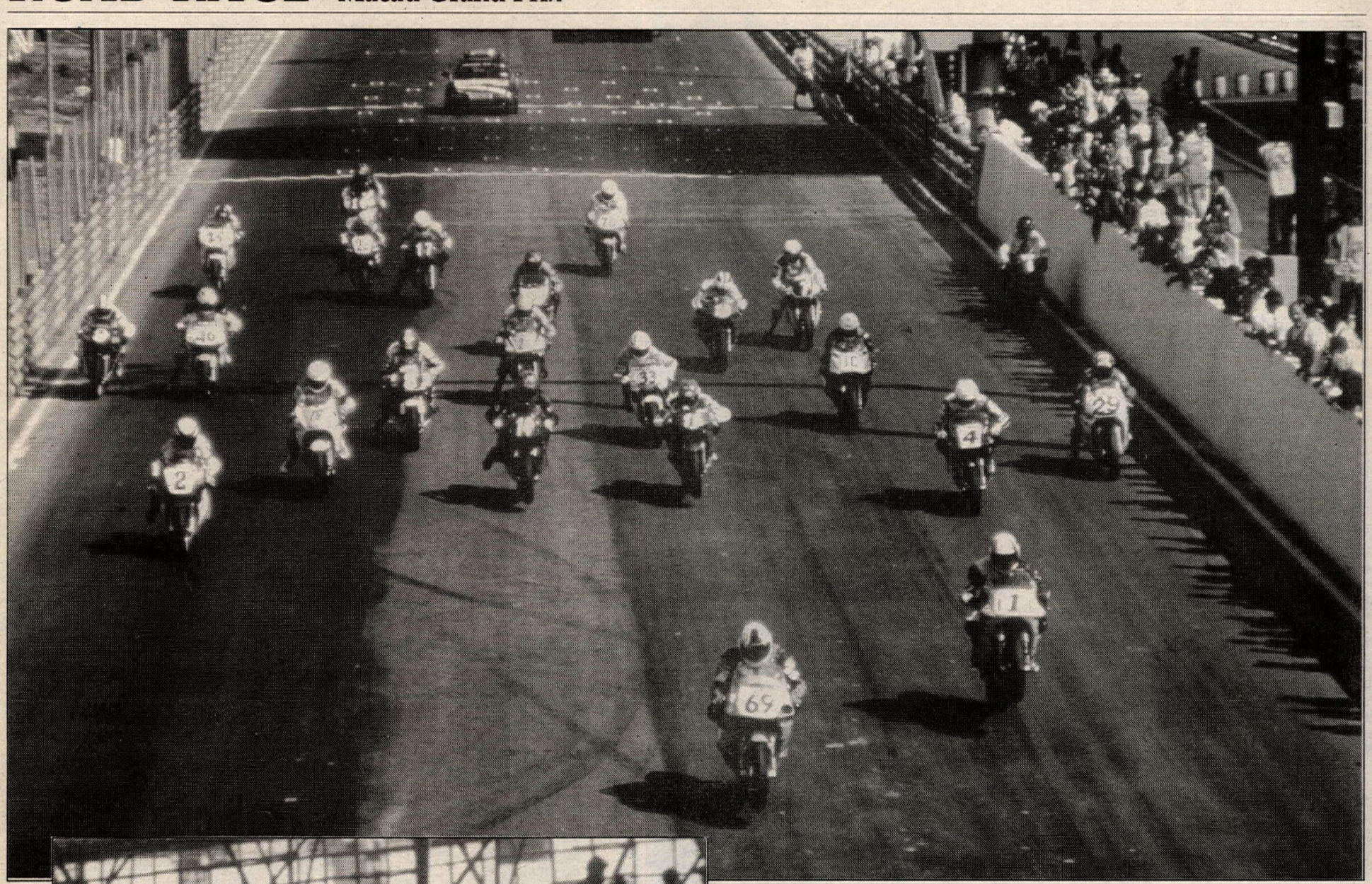
ROAD RACE Macau Grand Prix



(Above) Karl Truchsess (69) and Peter Rubatto (1) lead the way as the Macau Grand Prix gets underway. (Left) The top American finisher was Michael Barnes (5), who ended up fifth overall. Barnes is shown here leading Rubatto and Canadian Michael Taylor, who suffered serious injuries in the race.

Hislop wins, Barnes fourth in streets of Macau

By Chris Carter
Photos by Sutton Photographic

MACAU, NOV. 20

Scotsman Steve Hislop destroyed the competition with a record-breaking performance on his Roc Yamaha YZR500 at the Macau Grand Prix, topping teammate Robert Dunlop after two dramatic races around the Macau street circuit.

En route to his second overall Macau GP victory, the 31-year-old Hislop broke Carl Fogarty's 1992 lap record to beat Dunlop by 4.51 seconds on aggregate time from the two legs. Hislop finished third in the red-flag shortened first race and then won the second leg by over seven seconds.

Florida's Michael Barnes emerged as the top American finisher. The 25-year-old finished fourth overall, the best American performance since Kevin Schwantz won the race in 1988.

The event was marred by a three-rider crash at the notorious Lisboa corner in the first race. The accident put Canadian first-timer Michael Taylor in the hospital with multiple injuries.

The 28-year-old from Toronto broke his arm and leg in several places, and also broke a shoulder blade, collarbone and three ribs on the right side of his body. Taylor crashed and then was run over by Austrian Karl Truchsess and his Kawasaki superbike.

Other riders managed to avoid the mangled mess of men and machines, but David Jefferies ran into Taylor's machine and also crashed. Like Truchsess, Jefferies was unhurt, but his 750cc Yamaha was badly damaged by the impact and he was unable to race in the second leg of the event, held later in the day.

"I couldn't believe how much damage you could do just running into another bike," Jefferies said. "It destroyed the front forks."

Grand Prix medical man Dr. Claudio Costa was involved in a seven and a

half hour operation alongside local Macau surgeons as they repaired Taylor's injuries. Costa said later that the Canadian was recovering well, and would be fit enough to be flown home within a week.

Sadly, Taylor's accident was not the only tragedy of the meeting as two other riders lost their lives in separate accidents.

During Thursday morning's Novice practice session, local rider Zoe Rosario was killed when he crashed. Then on the eighth lap of the ACM Trophy Novice final, a 30-year-old Hong Kong racer hit the Armco on the outside of the high-speed Yacht Club Bend and was hit by a following rider. He died soon after in the hospital.

Surprisingly, these were the first motorcycle fatalities since 1972 on the very dangerous road course, situated in the Portuguese governed territory that is due to be handed back to the Chinese in 1999.

The Taylor crash forced the first race to be stopped, and the result was declared official at the end of lap nine. Only Ulsterman Jeremy McWilliams was happy about that. On the 10th lap, Dunlop stormed past McWilliams, who had led from the start despite only qualifying sixth. But Dunlop didn't stay in front for long.

Fast qualifier Hislop was ninth at the end of the opening lap, but he quickly charged through the field to shadow Dunlop on the 10th lap. Then with a sensational overtaking manuever, Hislop nipped past Dunlop to grab the advantage. Then the red flags came out.

McWilliams was given the victory, just .69-of-a-second ahead of Dunlop with Hislop some 2.5 seconds down on the diminutive Ulsterman. Fourth, a long way behind, was Scotsman Roger Bennett on a 750cc Kawasaki.

McWilliams, who had a narrow escape from serious injury in practice when the front brake failed on his Joe Millar Yamaha YZR500, had some worrying moments before the first leg when the carbs started flooding just before the warm-up lap. Luck ran out for McWilliams, though, before the second leg started. The quick-shift system on the Yamaha suddenly jammed and the man from Northern Ireland was out.

In a determined mood, Barnes launched the Fastline/MCM Racing Suzuki GSXR1100 off the grid to lead the way in the second race. And it wasn't until the third lap that the 500cc GP bikes found a way past. Both Hislop and Dunlop moved by on the third lap, and a lap later Mark Farmer and his Ducati also got by Barnes.

On the fifth lap, Phillip McCallen moved his Honda RC30 past Barnes, but that was as far back as the Floridian would fall.

Hislop knew he had to beat Dunlop by more than 2.65 seconds to take the overall win, and after a few laps of passing and repassing, Hislop dived inside Dunlop at Fisherman's Bend, in a rare moment of recklessness. He went on to win by 7.2 seconds, taking the overall victory by four seconds, setting a new lap record in the process at two-minutes, 33.18-seconds.

Farmer managed to stick to the two Roc Yamahas for a long time, but the two-strokes eventually pulled away. At the finish line, Farmer was 11 seconds behind Dunlop, but that was enough to give him third place overall and first four-stroke.

Taylor's crash had done little to improve morale in the North American pits. Only Barnes showed consistent form, and he qualified fifth. The effects of the flu didn't have time to show itself too much in the shortened first race and Barnes finished sixth, though he had, in fact, gone ahead of Taylor and Truchsess before the crash.

His second race ride was splendid and it earned him fourth overall - only Schwantz's win here in 1988 was a better showing for an American at Macau.

Fritz Kling, the lanky man from Michigan, blew up the engine on his Gold Hill Racing Yamaha FZR1000 after just five laps in the first leg. That came after a disastrous qualifying that saw him only able to log a time in the first of the two sessions, again because of mechanical problems.

Kling didn't even have a chance to go out in the second leg.

Chuck Graves managed only one more lap than Kling in the first race before being forced to pull out with overheating problems on the Valvoline-backed Suzuki GSXR1100. The same problem again forced him out of the second leg.

Andy Deatherage finished 20th in the first leg on his Team America Honda CBR900. Despite being upset by Taylor's accident, he managed to finish 15th in the second leg for a 14th overall finish in his Macau debut. CN

Results

QUALIFYING: 1. Steve Hislop (2:35.08); 2. Robert Dunlop (2:35.84); 3. Sean Emmett (2:36.38); 4. Phillip McCallen (2:36.69); 5. Michael Barnes (2:36.96); 6. Jeremy McWilliams (2:37.92); 7. Roger Bennett (2:38.00); 8. Michael Taylor (2:38.86); 9. Peter Rubatto (2:38.98); 10. Nick Jefferies (2:39.52); 11. Andrew Stroud (2:39.50); 12. Karl Truchsess (2:39.84); 13. Michael Simeon (2:40.25); 14. Derek Jefferies (2:40.53); 15. Chuck Graves (2:41.00).

RACE 1: 1. Jeremy McWilliams (Yam); 2. Robert Dunlop (Yam); 3. Steve Hislop (Yam); 4. Roger Bennett (Kaw); 5. Michael Taylor (Kaw); 6. Michael Barnes (Suz); 7. Peter Rubatto (Duc); 8. Karl Truchsess (Kaw); 9. Mark Farmer (Duc); 10. Andrew Stroud (Yam); 11. S. Beck (Duc); 12. Nick Jefferies (Hon); 13. Derek Jefferies (Yam); 14. Michael Simeon (Suz); 15. T. Ochsenreiterger (Kaw).
Time: 23 min., 44.25 sec.
Distance: 9 laps; 34.2 miles.
Average Speed: 86.254 mph.
Margin of Victory: 0.69 sec.
Fastest Lap: Steve Hislop, 2:35.03/88.04 mph.

RACE 2: 1. Steve Hislop (Yam); 2. Robert Dunlop (Yam); 3. Mark Farmer (Duc); 4. Phillip McCallen (Hon); 5. Michael Barnes (Suz); 6. Roger Bennett (Kaw); 7. Peter Rubatto (Duc); 8. Andrew Stroud (Yam); 9. Karl Truchsess (Kaw); 10. Nick Jefferies (Hon); 11. L. Pullan (Yam); 12. A. Harmati (Yam); 13. D. Marchetti (Yam); 14. T. Ochsenreiterger (Kaw); 15. Andy Deatherage (Hon).
Time: 36 min., 32.51 sec.
Distance: 14 laps; 53.2 miles.
Average Speed: 87.153 mph.
Margin of Victory: 7.26 sec.
Fastest Lap: Steve Hislop, 2:33.81/88.74 mph.

OVERALL: 1. Steve Hislop (Yam); 2. Robert Dunlop (Yam); 3. Mark Farmer (Duc); 4. Michael Barnes (Suz); 5. Roger Bennett (Kaw); 6. Peter Rubatto (Duc); 7. Karl Truchsess (Kaw); 8. Andrew Stroud (Yam); 9. Nick Jefferies (Hon); 10. L. Pullan (Yam); 11. A. Harmati (Yam); 12. D. Marchetti (Yam); 13. T. Ochsenreiterger (Kaw); 14. Andy Deatherage (Hon); 15. M. Hyuga (Duc).

(Above) Racing in the streets - Macau style. (Left) Fritz Kling (31) leads Chuck Graves (24). Neither of these two Americans had much luck in Macau. (Below) Steve Hislop (center) celebrates his victory along with second and third place finishers Robert Dunlop (left) and Mark Farmer (right).

RIDING IMPRESSION 1994 KTM 440 E/XC

The prodigal son

By Chris Jonnum
Photos by Kinney Jones

If the Open class is indeed dying, as would seem to be the case, then someone had better tell KTM. The AMA has discontinued the big-bore division in National motocross for 1994, and the FIM has done likewise in the International Six Day Enduro. But while the Japanese manufacturers are either devoting minimal dollars to any two-stroke over 250cc, or simply abandoning the class altogether, the little factory in Austria seems to expand its big-bike lineup nearly every year. In '93, KTM's stable of Open-classers included motocross and off-road versions of their 300, as well as a do-it-all 550, and for the new year they've added M/XC and E/XC 440s.

Is KTM simply ignoring the writing on the wall with their devotion to big bikes, or is there a method to their madness? That was our question, and the best way to find the answer was to take the newest Katoom out and try it for ourselves.

Have we met?

When giving the new KTM 440 a quick once-over, the first thing you'll notice is the modern-looking chassis. Upon closer inspection, however, a very familiar looking motor will soon grab your eye. At first it may seem odd that a bike with an all-new displacement size would use an antiquated powerplant, but the feeling of *deja vu* is not accidental - on the contrary, KTM is hoping the 440 will fill the void left when one of their most popular models disappeared from the line-up several years ago.

"We used to really sell a lot of 350s," explains KTM techno-wiz Tom Moen. "The bike was very popular among older guys because it had good bottom-end power and sit-down suspension. It was a simple, utility-type motorcycle that you just couldn't kill - even if you ran it on Pemex. It had some problems, though, mainly some gaps in the transmission, and we quit building the bike in '89 when we came out with the 300. We brought a few more into the country in '90, but that was it. Since then, dealers have been haunting us to import the bike, and Rod Bush and Mike Rosso (from KTM's eastern office) have always wanted to bring it back as well. That's where the 440 comes in."

Though the 440 is aimed at replacing the 350, it uses an entirely different motor. The 350's powerplant was based on their old 1985-'86 500cc engine, which had some gear ratios that were too wide for the 350's mellow power. Also, while the old 350 could chug like a tractor down low and even rev out fairly well, there was a distinct "flat spot" in the middle. In 1989, at the same time that they did away with the 350, KTM introduced their "new-generation" Open-class motor, which they used in their 500 and 550. The main differences between the two mills were in the clutch, the cooling system and, of course, the tranny. The 440's roots are based on the newer motor, but this time KTM made the necessary alterations for a smaller-displacement motor.

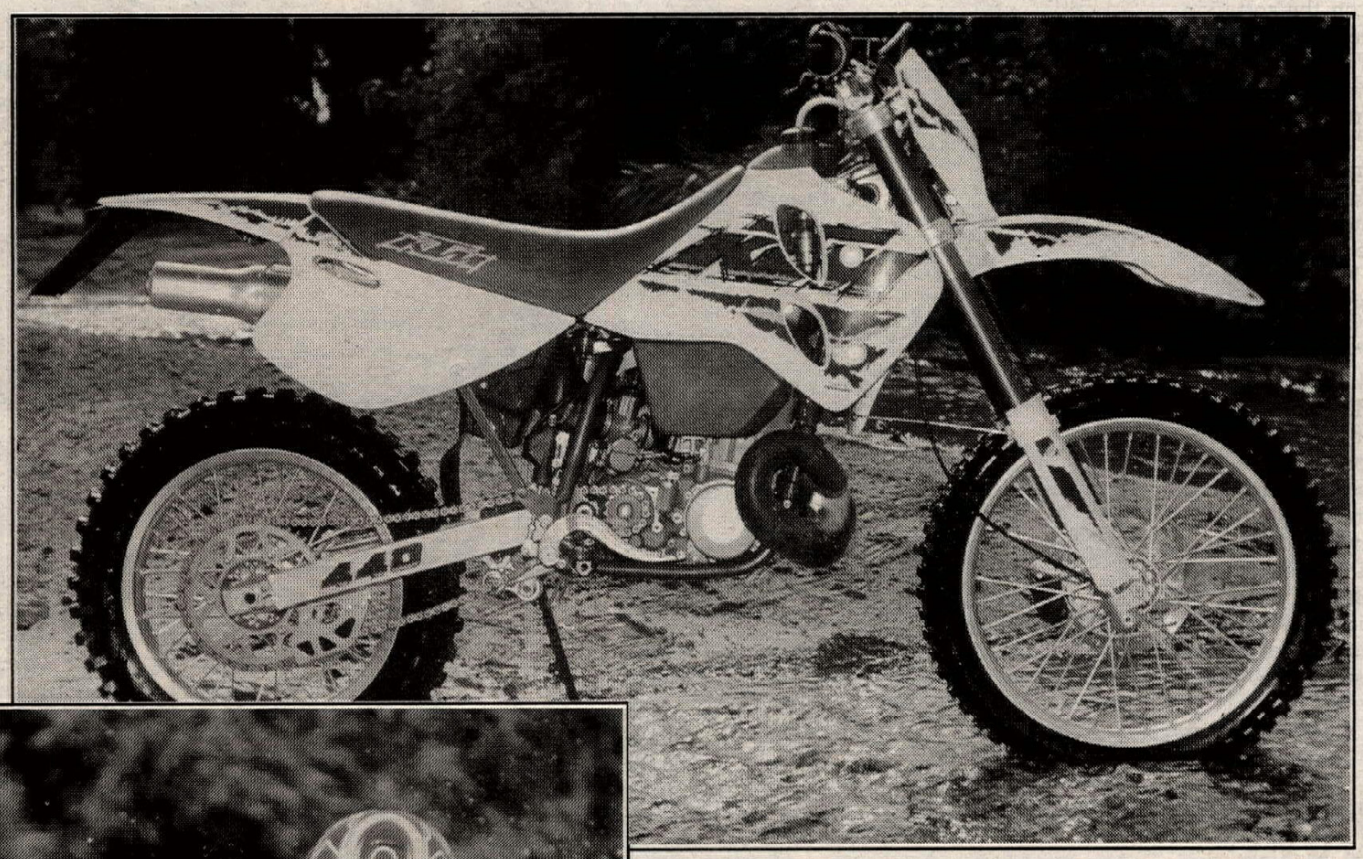
The bore is identical to that of the 500, but the 440 has a shorter stroke. Also, the transmission on the new bike is unique to the 440, with a slightly lower first gear than the 550, and a wider-ratio fifth gear.

The 440's chassis is identical to that of the 550, which was first introduced in '92. In addition, the all-new plastic bodywork that the four-strokes got for '94 was also adapted to the 440. The bike got the new-for-'94 WP Bleed Adjustment shock and Internal Bleed System fork, which are both claimed to allow for a wider range of effective external damping adjustment.

Like Husqvarna did this year, KTM finally ditched its old-fashioned Magura brakes and levers for more-comfortable Brembo units. The front brake lever has a notch near the tip, designed so that it will break there in a crash, rather than at the perch.

We rode the 440 in its E/XC configuration, but the differences between our bike and the M/XC are minimal. To make the E/XC, KTM basically takes an M/XC and adds a headlight, a tail light and an odometer (and changes the sidepanel decals). Even the suspension settings on the two bikes are the same.

So far, it appears that the new 440 will be at least as successful for KTM as was their beloved 350. KTM America is planning to cut back on the number of 550s they order, and is increasing orders on the 440s. According to Moen, two shipping containers full of 440s are on the



The KTM 440 E/XC received the same updated bodywork as their new four-strokes. The M/XC version has no lighting or odometer, but is otherwise identical.

KTM 440 E/XC
Specifications

Engine	Single-cylinder, reed-induction, liquid-cooled two-stroke
Bore x Stroke	89.0mm x 70.0mm
Displacement	435.5cc
Speeds	5
Final drive	14-48 520 O-ring chain
Fuel capacity	3.0 gal.
Carburetor	Keihin PWK 39mm semi-flat D-slide
Ignition	SEM K10/60 CDI 12V/130W lighting coil
Fork	WP 4057 IBS inverted, externally adjustable rebound/compression
Front travel	11.8 in.
Rake angle	27.5 degrees
Front brake	10.2 in. disc, double-piston, organic pads
Front tire	Metzeler Unicross 90/90 x 21
Shock	WP 4681 BA integral reservoir, externally adjustable rebound/compression/preload
Rear travel	13.6 in.
Rear brake	8.65 in. disc, single-piston, organic pads
Rear tire	Metzeler Unicross 130/90 x 18
Seat height	38.0 in.
Wheelbase	58.3 in.
Ground clearance	15.0 in.
Claimed dry weight	232 lbs.
Suggested retail price	$4968

way from Europe, and every bike has already been sold.

The missing link?

Sure, the Open class may be dying in motocross and enduros, but there are no class distinctions in trail riding. And according to KTM, trail riding is what 440 customers do the most. KTM's other Open-class bikes - the 300 and the 550 - are both proven contenders in the racing world, but neither lend themselves to casual play-riding.

"The 550 is a good bike, but it just doesn't work well on the trail," says Moen. "We wanted to get back to a simple motorcycle that still made good power, but not an intimidating type of power. When we were designing the bike, we tried to envision what the customer was going to be like. We figured he'd tend to be an older rider who was a little more casual. He might take the bike out racing once in a while, but nothing serious. We purposefully made the suspension a little on the soft side, because we figured these riders might weigh a little more and would be sitting down a lot. The bike can be raced on a motocross track, or you could use it in hare scrambles, but just for fun."

The 440 may be a trail bike, but the new bodywork and seat give it an extremely racey-looking lay-out, especially for an Open bike. While Honda's CR500 and Kawasaki's KX500 both have cobby, dinosaur ergonomics, KTM's bigbores are quite similar in appearance to their sleek 250s.

Not only does it look good, the 440 is also very comfortable. The midsection is narrow and the flat seat makes it easy to slide back and forth on the bike. The full-coverage radiator shrouds are trick, but, as usual, we had problems with our boots catching on the lower edge. Hand holes are incorporated into the side panels, making it easy to lift the bike onto a stand. The steel, left-side kickstarter is prehistoric-looking and a little awkward to use, but the bike usually starts on the first kick.

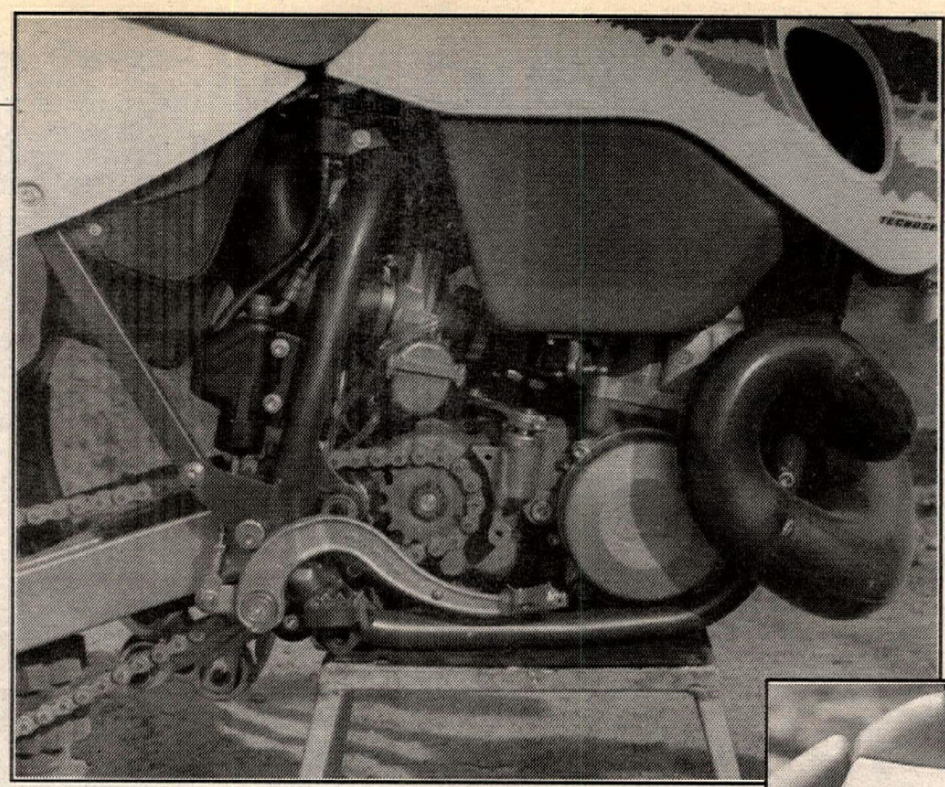
KTM got what they were hoping for with the 440; the new powerplant is very reminiscent of the 350, only better. We spent a lot of time riding KTM's old 350s, which we found to be perfect for tractoring through slimy, technical sections. The 350's stump-pulling torque and tractable bottom-end power was tough to beat when the going got tough, and the 440 also performs well in these situations, with a tractable type of power that reminds the rider of a four-stroke. While more hyper engines are screaming and slipping around, the 440 hooks up and chugs right on through. Also like the 350, the new bike revs out extremely well, thanks no doubt to the short stroke. When the terrain opens up, a slip of the clutch will have the rpms up in no time. Unlike the 350, however, the 440 has no "flat spot" in the middle. Sure, the sweet spots are the bottom and top ends, but if you choose to ride in the midrange, the KTM will be happy to oblige.

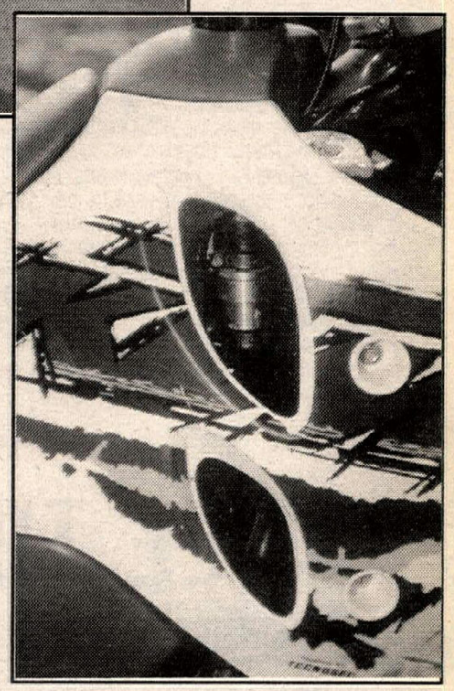
In the suspension department, KTM also got what they were hoping for, though we wonder if it is really what the customer wants. The softer springs definitely cater to a "sit-down" style of riding, but quickly become overtaxed when the bike is ridden hard. If you plan to trail ride at a fairly sedate pace then the KTM could be right up your alley, but anything more will require a switch to heavier-duty coils, both front and rear.

The 440 has a long-feeling chassis that is quite stable at speed, but it can be a handful when the trails turn tight. Still, you can get through tight turns very quickly by brake-sliding the rear end, which also used to work well on the 350.

We like the Brembo controls, and feel they're a big improvement over the old Magura units. The sano sidestand works well and doesn't flop around.

In addition to trail riding, we tried the KTM at the Glen Helen OHV Park motocross track, and as Moen had warned us, it was a little out of its element. First and second gears were way too low, and the bike was severely undersprung. Oddly enough, though, we felt the bike showed great potential for MX work. The motor worked best when short-shifted and ridden a gear high, but it revved out with aplomb when we didn't have time to shift. With a stiffer set of springs, the Katoom would perform quite well for a Vet rider, or even in the Open class; just avoid first and second gears. CN





(Left) The short-stroke 440cc engine is reminiscent of KTM's popular 350. It features a broad, evenly distributed spread of power. (Below) Look closely at the hole in the radiator shround and you'll see the trick new thermostat that is a standard feature on the KTM.

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

Dust & bones

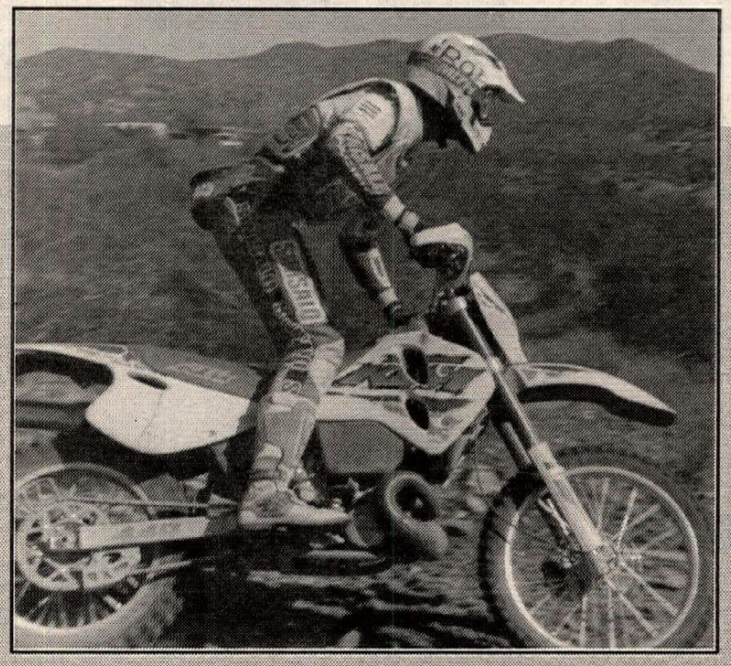
Though we had been told the newest KTM was essentially a motorcycle for trail riding and having fun, I got the impression while play-riding that it would also work well for desert racing. To test my theory, I entered the 440 in the final AMA National Hare Scrambles of the year, in Wickenburg, Arizona.

The Wickenburg course was extremely fast by eastern hare scrambles standards, with liberal use of dirt roads and sandwashes putting speeds more in the realm of a typical southern California desert race. The loop, which was to be completed five times, was 20 miles in length. Due to a recent lack of precipitation, the ground was dry and slippery, and dust would definitely be a factor.

I showed up a day early and tried the KTM out on the short jetting loop, to get an idea of what I was in for. Right off the bat I could tell that the jetting was too rich for the area's elevation, which ranged from 2500-3000 feet, so I brought the bike over to KTM's Scot Harden - who had not only loaned me the bike, but had also been coerced into providing pit support. Harden went one step leaner on the pilot jet and dropped the needle a notch, which cleaned up the bottom end significantly. I knew that the springs were too soft, but I bumped the compression up a couple of clicks and hoped for the best. Harden installed a set of Acerbis Rally handguards, and I headed back to the hotel to rest up for race day.

My class started on the second of several waves, and though I was a little nervous about the left-side kickstarter, the motor lit on the first kick for the dead-engine start. I was about third off the line, but lost several spots only a mile later when I hit a rock in the dust and crashed. I quickly remounted, vowing not to over-ride my visibility again.

The KTM's motor proved to be perfect for the course, revving out with abandon on the dirt roads but still lugging down well through the few technical spots. The unorthodox displacement was the perfect compromise, providing enough power to blast out of soft turns in the deep sandwashes, but not so much that it hammered me or tired me out. The stock gearing was also fine; first and second speeds were not as bothersome as they were on an MX course, and the fifth cog was plenty high for the speeds I was willing to go.



The 440's geometry was also well-suited for the race, with its stability being its strongest feature. I couldn't get the head to shake, even when chopping the throttle shut at high speeds, and the back end also tracked well. On the third lap, I lost several years from my life when the front tire hit a loose rock mid-turn on a 60-mile-per-hour fire road, but the bike wasn't deflected off its course in the least. That being said, a concentrated effort was required to force the KTM through a couple tighter turns that the loop offered. The 440 would definitely be a handful in tighter eastern enduros or hare scrambles.

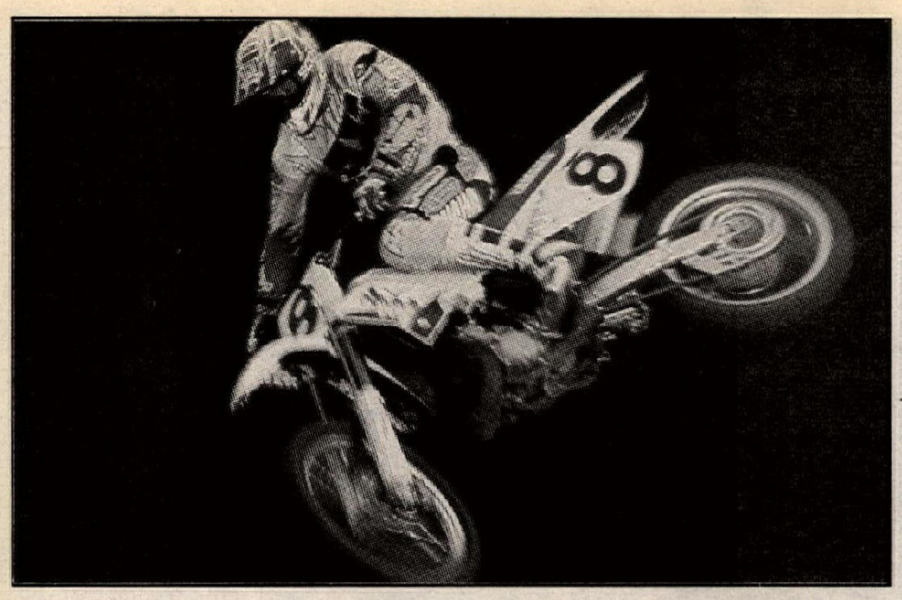
Fortunately, the course was on the smooth side, or the soft suspension would have been more of a disadvantage. There were a couple cross-ruts that I had to slow way down for, and whoops were also a bit of an adventure, but the bike held its lines well and didn't do anything strange when the suspension bottomed.

The 440's slim 3.0-gallon tank was quite comfortable, and also proved to be plenty large. I stopped for fuel at the end of the first lap to see where we stood, but afterwards Harden only added gas every two laps.

Impressive as it was, all was not bliss with the KTM. I was bothered by the fact that both radiator shrouds caught on my boots throughout the race, and my left toe also hit the shift lever a few times when I didn't mean to. On the other hand, shifting action was much smoother than I have become accustomed to from KTM, which was a welcome surprise.

All in all, I was quite happy with how well the KTM worked. It didn't allow me to be lapped, even when I was praying that Scott Summers would pass me so I wouldn't have to complete a fifth loop. The motor never even seemed to work up a sweat, and the bike was unscathed after 100 miles and two crashes. Most unbelievable of all, the 440 somehow carried me to a third-place finish in the Open A class, which was good enough for a trophy! Harden figured any bike that could take me to a trophy should take him to a championship, and he will race Casey Folks' '94 Best in the Desert Series on the 440.

Chris Jonnum



Professional riders depicted on a closed course.

YZ250••

YZ owners love to take a new bike and "tinker" with it. So does the factory.

And even though the YZ250 was brand new last year, the 1994 model has six suspension upgrades, 17 frame enhancements and over 27 engine improvements. Not because it needed it–just because we wanted to make it just a tad better than great.

Now the forks work primo in the braking bumps and smooth out those sharp edge holes. The rear shock is smoother on landing and more fade-resistant on rough tracks, thanks to a bigger compression valve.

The frame is lighter and closer to the ground for better cornering, quicker response and a tighter turning radius. And it's been redesigned in the major stress points to make it even stronger.

Other than first gear (which was already perfect) there's new ratios in the YZ250's transmission for better low end throttle response. And in the top end you'll find a new piston, rings and a new power valve for better high-rpm juice. Plus, a beefier crankshaft, new steel clutch plates and a new coil design for longer hotter spark duration. Go ahead and flog the motor–it half expects it.

The new YZ250 is easier to ride too, with a taller seat that's flatter and lets you move around more. And new works-style upper triple clamps that move the handlebars back for better control on rough tracks.

It even stops better, thanks to new front and rear disc brakes featuring round–hole rotors for better durability, longer pad life and improved brake feel.

The YZ250. Last year it was a great new bike. This season it's even better. About the only improvement it doesn't come with is a bigger trophy case.••

YZ125••

Jeff Emig carried the AMA National #1 Plate in 1993 because he proved that he was the best rider on the best bike. And when you're the best, there's only one thing to do:

Get even better. And do it before the other guys have a chance to catch up.

Which is why there's a brand new YZ125–thoroughly redesigned–right down to the decals.

You can tell it's different even from a distance. The freshly designed crankcases house a radical new nearly square bore and stroke YZ125 engine that puts out serious mid-range pull and screaming top end acceleration for a wider, more tractable power-band. There's a new guillotine-type power valve and a flat, smooth intake, so it roosts hard all the way from the starting gate to the checkered flag.

And just wait until you fire it up. The new super-short muffler, combined with the new engine, has that "works" sound. When you light it up, every head in the pits turns to see where the distinct sound comes from.

The 1994 YZ125 has a unique new frame, specifically designed for "flicking."This quick handling, tight turning frame is amazingly lightweight, yet incredibly responsive. It's precise enough to drag a grip through a corner and strong enough to leap a set of triples.

The newly refined YZ suspension was first tested on the 125. It has better fork damping, and now handles those sharp edge whoops and square bumps with ease. And in the rear there's a new fade-resistant clicker, with more compression and rebound settings.

The totally new YZ125. You won't be caught winning a race without one.••

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Professional riders depicted on a closed course.

YZ125••

It's life in hyper land. The throttle's wide open, clicking off laps faster than the big bikes. It's lighter, handles quicker, pulls stronger–stops harder. It's a brand new YZ125, that gobbles up major trophies. Why would anyone ride anything else?... Who cares.

You don't mess with the best and you don't argue with the results. Last year's YZ80 was one of the most successful, best performing machines ever to destroy a berm or rack up a win streak.

Powered by the industry's most potent crankcase reed induction engine, the YZ80 is full blown high tech, with its inclined top end and low-boy pipe. Inside, the trick cylinder is impregnated with space-age ceramic composites for better heat dissipation and longer life. And the biggest, heftiest, bad-boy clutch ever stuffed into an 80.

This year the YZ80 has received an improved water pump, and a host of internal engine changes to help overall performance.

There's no scrimping on the YZ "because it's just an 80." It has a removable subframe, identical in design to the larger bikes, which allows for easy shock access. There's a computer designed aluminum Deltabox swingarm for light weight with precision handling. And a stronger, high rigidity frame which allows a variety of riders to find their full potential without being held back by frame flex.

The YZ80 is designed to take a pounding and keep on winning. There's a set of tough, tapered roller bearings in the steering head for longer life. Wide, strong foot pegs for more support when landing from jumps. And brand new, beefier spokes in the rear wheel.

The YZ80. Winning proof that, even though it's small, it's very, very serious. ••

YZ80••

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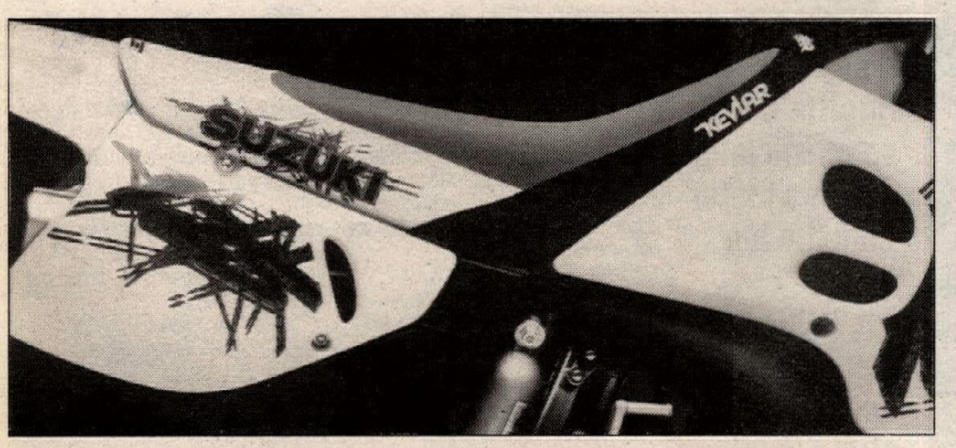
YAMAHA

HOLIDAY GIFT GUIDE



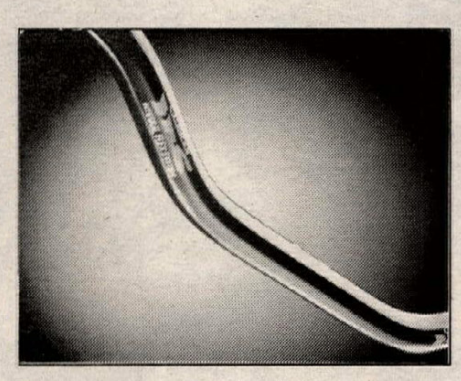
The Genuine Suzuki Accessories Seat Cover by Ceet Racing features a slip-resistant surface, Kevlar trim panels and Suzuki graphics that perfectly match the RM's color scheme. The Kevlar panels are claimed to provide a better surface to grip with your knees. Available for 1989-93 RM80 models and 1993 RM125 and 250 models, the cover costs $66.95. For more information contact your local Suzuki dealer.

The Fox Racing Orbit MX T-Shirt features a full-color action-packed design on the back, and a matching Orbit logo on the front of a high-quality 100% cotton T-Shirt. Available in black and white versions in sizes S-XL, the Orbit T-Shirt costs $16. For more information contact Fox Racing, Dept. CN, 15850 Concord Circle, Morgan Hill, CA 95037, 408/776-8800.

Fox Racing's latest version of their popular Pawtector MX Glove features new lycra side panels in the fingers that are tapered to fit around your fingertips. These sidepanels are not only claimed to allow greater hand movement, but also increase air-flow as well. A vented neoprene wrist cuff is designed to provide maximun wrist comfort and flexibility, while the Thermoweld protective padding on the back of the glove is intended to follow the contour of your hand. On the palm, two layers of Clarino synthetic leather are claimed to prevent blisters. Available in five different color combinations in kids sizes S-L and in adult sizes S-XXL, the Pawtectors cost $29 for kids sizes and $36 for adult versions. For more information contact Fox Racing, Dept. CN, 15850 Concord Circle., Morgan Hill, CA 95037, 408/776-8800.

The LTD94 Blaze Gear Bags from JT USA feature rubberized bottom panels, a huge vented foul-gear compartment, four double-ringed and zippered outside compartments and one giant main compartment. Available in either blue or red in small or large sizes, the Blaze bags feature a bold, flame design and cost $69.95 for a large bag and $39.95 for the small version. For more information contact JT USA, Dept. CN, 515 Otay Valley Rd., Chula Vista, CA 91911-6095, 619/421-2660.

JT USA's Power Jersey and Pants are a low-cost, high-quality alternative to the somewhat pricey riding gear on the market today. The Power Jersey is made of 100% pre-shrunk cotton, and features a variety of colorful designs to match the Power Pants. The pants feature satinyl fabric construction with Kevlar knees and a rubberized waist. The rubberized waist is claimed to keep the tail of the Power Jersey tucked in, even in the most extreme conditions. Available in four bright color combinations, the jerseys come in sizes S-XXL and cost $24.95, while the pants come in sizes 24-40 and cost $99.95. For more information contact JT USA, Dept. CN, 515 Otay Valley Rd., Chula Vista, CA 91911-6095, 619/421-2660.



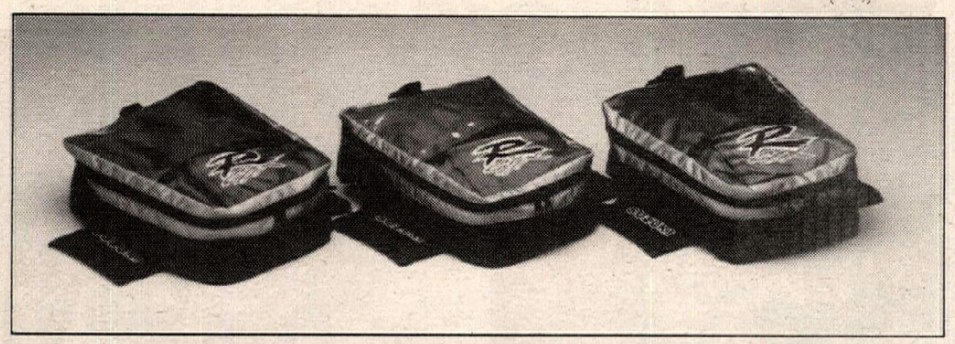
The O'Neal IFS Handlebar is a cold-forged, crossbar-free motorcycle handlebar that boasts a standard 7/8" diameter, thusly eliminating the need for replacement handlebar mounts or triple-clamp replacements. O'Neal claims that the bars provide more flex and greater strength than any other bar on the market, thanks to its double-wall design. Made from 7005 series aluminum, the bars are available in a wide selection of bends in purple, black and titanium-look finishes for $99.95. For more information contact O'Neal USA, Dept. CN, 9160 Jordan Ave., Chatsworth, CA 91311, 818/998-1049.

The Storz Performance steering damper kit for the Ducati Monster features a 16-position adjustable, rebuildable, racing quality GCB Ceriani steering damper. The kit permits a full, lock-to-lock steering movement, and mounts via CNC machined two-piece alloy mounting clamps. The manufacturer claims that the kit dampens oscillations in the front fork assembly (otherwise known as speed wobble or "headshake") when the wheel is deflected from its normal track by road irregularities. Suggested list price is $239. For more information contact Storz Performance Inc., Dept. CN. 239 South Olive St., Ventura, CA 93001, 805/641-9540.

The Comet leather jacket is a traditional waist-length touring jacket. It features a 100% cotton plaid lining with rayon in the sleeves. The lining is reinforced with leather in wear areas. The jacket also features two chest-high zippered pockets, zippered sleeves, and a snap mandarin collar to keep out the elements. The Comet is available standard in black, mens' sizes 34-48, and retails for $299 (larger sizes carry an oversize charge). For more information contact Vanson Leathers, Dept. CN, 213 Turnpike St., Stoughton, MA 02072, 617/344-5444.

Sterling Productions' American Biker helmet graphic kits have been introduced as an alternative to expensive custom painting. The die-cut kits are designed to fit on helmets exclusively and are not just stickers. The kits are made of Ultra Curve stretchable vinyl material that incorporates a special laminating process over the sub-surface, multi-color screen printing process that the manufacturer claims will not fade or rub off when waxed. They are available in several different styles and color combinations, including Metal Flake Gold and Silver. Suggested retail price is $34.95. For more information contact Sterling Productions, Dept. CN, One World Trade Center, P.O. Box 32121, Long Beach, CA 90831-2121, 310/437-6776.

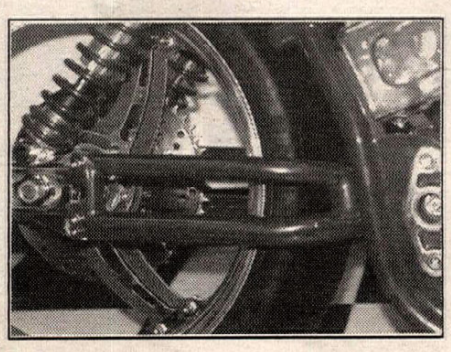
The Prexport 799 MX Boot features an AxiTorque buckling system, quick-draw lace system, Skywalk soles, and full-grain construction. The boots come in a wide-variety of color combinations in sizes 7-13 and cost $189. For more information contact Prexport America, Dept. CN, P.O. Box 635, Alta Loma, CA 91701, 909/985-6333.



Suzuki's GSX-R Magnetic Tank Bags are color coordinated to match their popular line of GSX-R street bikes. The expandable bags mount in seconds and feature a neoprene non-slip bottom, map pocket, wallet-size pocket and a shoulder strap. Available in three color combinations, the bags cost $89.95. For more information contact your local Suzuki dealership.

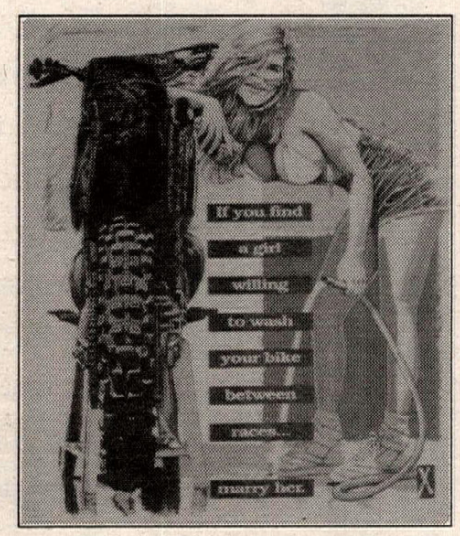
For the little MXers in the family, the Winross Corporation has introduced a limited edition replica of the Kawasaki fleet truck. The 1:64 scale, die-cast model has actual rubber tires and contains over 110 precision parts. The Kawasaki logo and graphics are hand screen- printed on each truck with seven different colors. The truck costs $49. For more information contact Winross Corporation, Dept. CN, P.O. Box 23860, Rochester, NY 14692, 716/381-5638.

The new Shoei Duotec is billed by the manufacturer as two helmets in one. The D.O.T. 218-approved Duotec can provide the comfort and warmth of a full face helmet, yet at the press of the quick release pivots, the lower jaw lifts to give the rider the freedom of an open face helmet. The helmet is constructed of a fiberglass shell with nylon front, and features removable ear pads, an optically correct shield, and lower, forehead, and rear exhaust ventilation. The Duotec is available in a variety of plain and metallic colors and in sizes XS-XXL. Suggested retail price is $400. For more information contact Shoei Safety Helmet Corp., Dept. Cn, 333 S. Hope St., Suite 2250, Los Angeles, CA 90071, 213/628-0275.

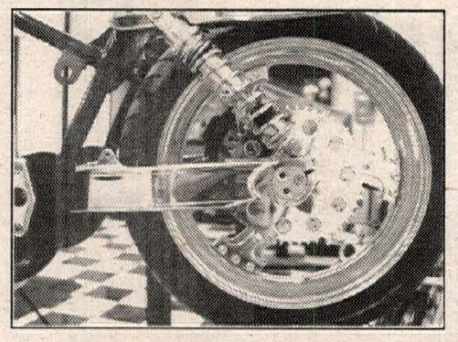


The Pro Street 2-Tube swingarm is constructed with a sturdy 1-1/4" O.D. bottom tube and a 1" O.D. top tube. Replaceable CNC machined aluminum axle/shock mounts are available in standard or extended lengths. Retail is $775. For more information contact Kenny Boyce Pro Street Chassis Works, Dept. CN, 11290 Sunrise Gold Cir., Suite E, Rancho Cordova, CA 95742-6539, 916/852-9116.

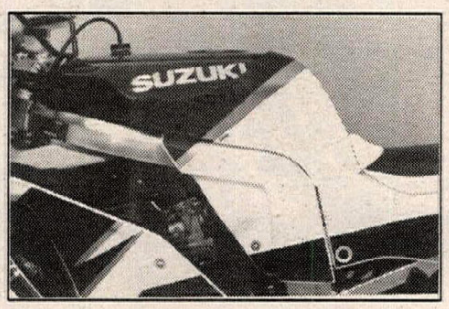
Dubbed by the manufacturer to be an extremely comfortable and cool glove, the Tour Master Air-Fllow glove is made of perforated nylon material on top to allow venting and provide comfort and flexibility. Spandex panels along the sides of the fingers provide additional flexibility and venting. The palm is constructed of machine-washable Amara for strength and durability. The Air-Flow glove is comes in sizes ranging from XS-XXL and is available in black only. Cost is $18.95, and the gloves come with a 90-day warranty. For more information contact Tour Master Riding Gear, Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 805/373-6868.



There really isn't much more you can say about Xtreme's hand silk-screened, 12-color, 100% pre-shrunk cotton Oneita power T-shirt. Except that it could make great gift. Suggested retail price is $16.95 for sizes S-XL, and $17.95 for XXL. For more information contact Xtreme, Dept. CN, 5431 Avenida Encinas, Suite D, Carlsbad, CA 92008, 619/431-6817.



Pro Street's new aluminum swingarm features eccentric axle adjustment and accepts a stock caliper and mount. It is available in limited quantities for Evolution Sportsters, FXR and Pro Street models. Retail price is $775. For more information contact Kenny Boyce Pro Street Chassis Works, Dept. CN, 11290 Sunrise Gold Cir., Suite E, Rancho Cordova, CA 95742-6539, 916/852-9116.



Unlike ordinary single color tank covers, Second Look Tank Skins are designed to simulate the paint scheme on a sportbike's tank and to blend with any seat sporting a Second Look Seat Skin. The Tank Skin covers the back and bottom portions of the fuel tank and is attached with soft nylon hooks and bungie stitched into the hem. They are available for selected post '87 sport bike models at a cost of $69.95. For more information contact Second Look Designer Seat Skins, P.O. Box 661721, Sacramento, CA 95866, 916/920-8113.

Wind Bikewear children's MX boots feature padded ankle and shin guard areas, a steel toe guard and double-stitched soles. The boots are available in blue/white only, and come in kids sizes 5 to 13 1/2. Suggested retail price is $109.95. For more information contact Moto Man Distributing, Dept. CN, P.O. Box 1037, Chino, CA 91708, 909/391-3278.

MMF Racing's all new aluminum alloy front master cylinder guards are designed to protect your dirt bike's vulnerable and very expensive master cylinder from damage by a crash or a flying rock. The guards cost $16.95 and are available for all 1990 and later 125, 250 and 500cc Japanese motocrossers as well as Yamaha's WR500. For more information contact MMF Racing, Dept. CN, 11803 E. Slauson Blvd., # B, Santa Fe Springs, CA 90670, 310/693-9096.

The Shoei VF-X Flash features new Troy Lee-designed graphics and colors. All Shoei VF-X models are Snell M90 approved feature a fiberglass/kevlar/carbon fiber shell that is fully ventilated in the chin, forehead and rear, and a removable, washable liner. A Troy Lee Intrepid visor further dresses up the helmet's looks. The Vf-X is available in either blue with yellow/orange or orange with yellow/blue graphics, and in sizes from XS-XXL. The suggested retail price is $403. For more information contact Shoei Safety Helmet Corp., Dept. Cn, 333 S. Hope St., Suite 2250, Los Angeles, CA 90071, 213/628-0275.

If you've got a supercross fan in the family, you might want to set them up with one of Honda's new race caps. The caps are the same as those worn by the Honda race teams and come in wool, wool and leather with suede visor, or cotton construction. Available colors are red body/black visor and black body/red visor. All the race caps feature contrasting buttons and eyelets, and embroidered logos. Suggested retail price is $16 for the wool, $23 for the wool and leather, and $11.50 for the cotton cap. For more information contact American Honda Motor Co., Inc., Dept. CN, 1919 Torrance Blvd., Torrance, CA 90501-2746, 310/783-2000.

Cobra's Sparky spark arrestors for 1994 models are now in stock and ready to ship. The aluminum-constructed, screen-style unit goes on in seconds and is claimed to perform with no loss in power. Most importantly, the Sparky will make any 1986-94 motocross bike Forest Service legal. Cost is $54.95. For more information contact Cobra Engineering Corporation, Dept. CN, 4760 E. Bryson St., Anaheim, CA 92807, 714/779-7798. CN

The '94 Suzuki RM with Showa Twin Chamber™ forks.
Technically, it's a factory bike.

Forks like these only used to appear on ultra-expensive works bikes. Now they're exclusively on the new RM's. Start preparing your victory speech.
New forks, along with our new rear suspension linkage ratio, a revalved shock and revised spring rate, make for a balanced suspension that stays plush even after the harshest G-out.
New cylinder exhaust port timing delivers more midrange and top-end power. So you can keep the powerband shrieking like an actress in a horror movie.

18, 19, 20 tops. That's how many guys there are in the motocross galaxy who have the talent to be big bucks factory riders – and score a factory bike. And typically, it's a long and whooped-out road getting to that point.

Until now.

Look under the front fenders of the 1994 Suzuki RM125 & 250 and you'll see Showa Twin Chamber forks. These ain't no dinner party forks. They'll make mincemeat out of ruts, butter up the gnarliest rockers, and turn square edged bumps into ground round. (Salivating yet?)

These Showas are exclusive to Suzuki. In fact, they're based on the forks used on Team Suzuki's factory bikes. Their sealed oil cartridge design plus lighter weight springs keep the suspension plush through all kinds of track conditions – from rough sand to teeth-chattering hardpack.

Of course, we didn't just throw on a set of Showas and rest on our high-density seat foam. We made a truckload of other major improvements as well.

The RM250's new crankcase and intake tract gives you smooth, quick throttle response. Its new clutch makes for machine gun shifting. And a new exhaust pipe boosts the low-end power.

The most radical change to forks in years, Showa uses a sealed oil cartridge inside a surrounding separate oil chamber to practically eliminate air-contaminated oil. Result #1: smooth, consistent damping of all areas of the stroke. Result #2: the trophy queen's phone number.

On the RM125, a new 36mm Keihin carburetor enhances throttle response so you can blast out of tight hairpin turns. There's also a new, programmed digital ignition system. And a revised water pump cools the beast more efficiently.

Lastly, you'll find all the hardcore performance and attributes of a true motocross bike in the race ready RM80.

The RM's other features don't improve the bike. They improve the rider. Such as free enrollment in the Tony D./Team Suzuki motocross school. The technical know how of the Team Suzuki Support Trucks. The racing experience and guidance of Suzuki Pro Level dealers. Plus a contingency program that will post over $3 million – Hey, your grandma wasn't this generous.

The '94 Suzuki RMs. You always wanted a factory bike. Now you can be one monster jump closer to being a factory rider.

SUZUKI®

For the name of your nearest Suzuki motorcycle & ATV dealer, call 1-800-255-2550. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM-series motorcycles are for closed-course competition use and related practices only. Professional rider photographed under closed-course conditions.

Where to take the factory tour.

ARIZONA

PHOENIX
Apache Honda Yamaha Suzuki
3618 W. Camelback
Phoenix, AZ 85019
(602) 973-5111

YUMA
Kawasaki Suzuki of Yuma
2029 Arizona Ave.
Yuma, AZ 85364
(602) 329-9611

CALIFORNIA

ANAHEIM
Anaheim Suzuki
1125 S. Anaheim Blvd.
Anaheim, CA 92805
(714) 774-6621

COSTA MESA
Orange County Suzuki
"Sportcenter"
1601 Newport Blvd.
Costa Mesa, CA 92627
(714) 646-2428

HAYWARD
Hayward Honda Suzuki
27955 Mission Blvd.
Hayward, CA 94544
(510) 886-0644

SAN BERNARDINO
San Bernardino Sportcenter
Motorcycles & Watercraft
180 East Baseline
San Bernardino, CA 92410
(909) 888-7755

SANTA CRUZ
All American Honda Suzuki
6990 Soquel Ave.
Santa Cruz, CA 95062
(408) 476-8100

SUNNYVALE
Bike World Kawasaki Suzuki
953 W. El Camino
Sunnyvale, CA 94087
(408) 245-4888

CONNECTICUT

NORWALK
Norwalk Suzuki/Kawasaki
Yamaha/Ducati
277 Main Ave.
Norwalk, CT 06851
(203) 845-8888

FLORIDA

LONGWOOD
Cycle Riders Suzuki
of Longwood
881 N. Hwy 17-92
Longwood, FL 32750
(407) 695-4900

ORLANDO
Cycle Riders Suzuki of Orlando
4101 Old Winter Garden Road
Orlando, FL 32805
(407) 295-0045

TAMPA
Honda Suzuki Kawasaki West
13521 N. Florida Ave.
Tampa, FL 33613
(813) 968-7888

WEST PALM BEACH
Suzuki of Palm Beach
Cycles of Palm Beach
2353 N. Military Trail
West Palm Beach, FL 33409
(407) 683-1642

GEORGIA

CANTON
Cherokee Suzuki
9450 Knox Bridge
Hwy. 20 West
Canton, GA 30114
(404) 479-3340

GAINESVILLE
Suzuki Kawasaki of Gainesville
712 Atlanta Rd.
Gainesville, GA 30501
(404) 532-7083 (800) 287-7814

ROSWELL
Roswell Fun Machines
11270 Elkins Rd.
Roswell, GA 30076
(404) 442-8460

ILLINOIS

EFFINGHAM
R.L. Suzuki
804 S. Henrietta
Effingham, IL 62401
(217) 347-5065

DOWNERS GROVE
DGY Suzuki
330 Ogden Avenue
Downers Grove, IL 60515
(708) 971-2602

LIBERTYVILLE
Northern Illinois Honda/Yamaha
Suzuki "Illinois' Largest"
611 N. Milwaukee Ave.
Libertyville, IL 60048
(708) 362-7110 Fax: (708) 362-7123

INDIANA

LINTON
Linton Cycle Sales
999 S. Main
Linton, IN 47441
(812) 847-2043

IOWA

SIOUX CITY
Bak Honda Suzuki
Kubota Center
2142 Hwy 75N
Sioux City, IA 51105
(712) 255-7955

MISSOURI

KANSAS CITY
Donnell's Suzuki
6635 Truman Rd.
Kansas City, MO 64126
(816) 483-2000

NEW JERSEY

LODI
Bergen Honda Kawasaki
Yamaha Suzuki
30 Route 46 East
Lodi, NJ 07644
(201) 641-0100

RAMSEY
Kawasaki-Suzuki-Yamaha
of Ramsey
995 RT-17 South
Ramsey, NJ 07446
(201) 825-3333

NORTH CAROLINA

CHARLOTTE
Suzuki Motorsports of Charlotte
2500 Freedom Drive
Charlotte, NC 28208
(704) 394-6666

OHIO

AMHERST
Penton Honda-Suzuki
1423 Foster Park Rd.
Amherst, OH 44001
(216) 282-5108

CINCINNATI
Shipps Yamaha-Suzuki
11530 Springfield Pike
Cincinnati, OH 45246
(513) 772-2803

DAYTON
F & S Suzuki
7200 N. Dixie Dr.
Dayton, OH 45414
(513) 898-7703

OKLAHOMA

DEL CITY
Oklahoma Honda-Suzuki
3400 S. Sunnylane
Del City, OK 73115
(405) 672-1423

OREGON

HILLSBORO
Hillsboro Honda Suzuki
338 S.W. Oak
Hillsboro, OR 97123
(503) 648-4555

PENNSYLVANIA

ALLISON PARK
Gibsonia Cycle Center
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

MILL HALL
Williamson Honda/Suzuki
Exit 26 I 80
Mill Hall, PA 17751
(717) 726-3343

PHILADELPHIA

Philadelphia Suzuki
2450 E. Castor Ave.
Philadelphia, PA 19134
(215) 533-5200

PITTSBURGH

Bohn Cycle
2015 Saw Mill Run Blvd., Rt. 51
Pittsburgh, PA 15210
(412) 882-4330

SOUTH CAROLINA

MYRTLE BEACH
Myrtle Beach Suzuki
4655 Hwy. 17 Bypass S
Myrtle Beach, SC 29577
(803) 293-5808

SOUTH DAKOTA

RAPID CITY
Rice Honda Suzuki
301 Cambell
Rapid City, SD 57701
(800) 841-3706

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Suzuki of Paris
312 East Wood Street
Paris, TN 38242
(901) 642-0511

TEXAS

AMARILLO
Sharp's Honda-Suzuki
4413 I-40 East
Amarillo, TX 79104
(806) 373-3053

ARLINGTON
Arlington Suzuki
2002 E. Abram
Arlington, TX 76010
(817) 261-0706

CORSICANA
Jef's Suzuki
1608 W. 7th Ave.
Corsicana, TX 75110
(800) 947-0064

VERMONT

ESSEX JUNCTION
Land/Air Honda-Suzuki
46 Kellogg Rd.
Essex Junction, VT 05452
(802) 878-5052

WASHINGTON

TACOMA
Motor World Suzuki/Arctic Inc.
7916 Pacific Hiway East
Tacoma, WA 98424
(206) 922-9010

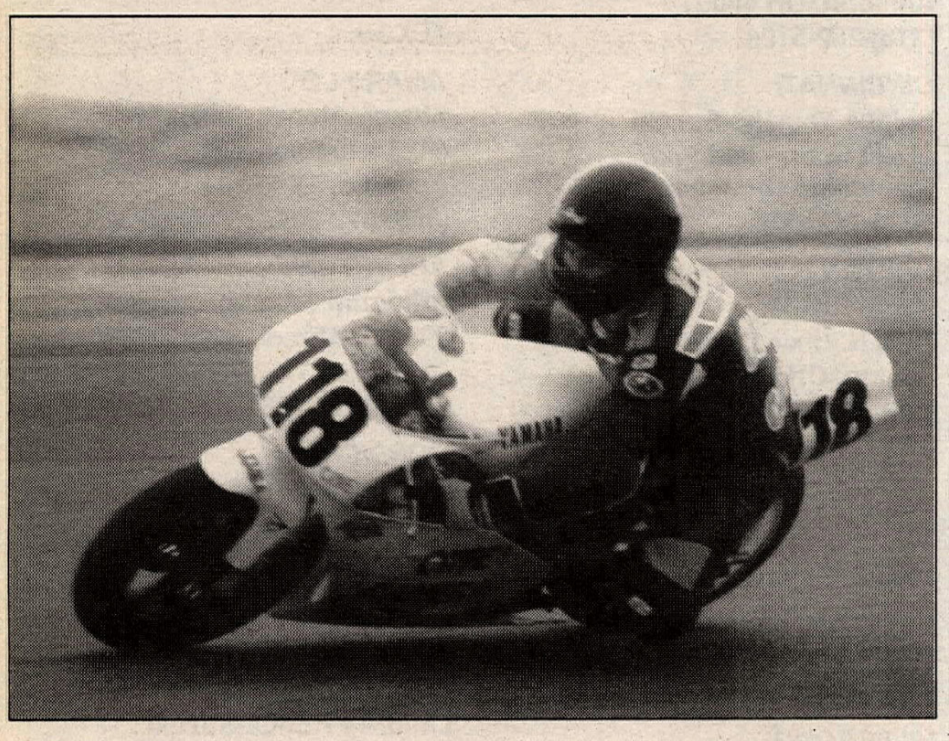
WISCONSIN

OSHKOSH
Larry's Cycle Inc.
3531 Sand Pit Rd.
Oshkosh, WI 54904
(414) 231-9242

EVENTS

Brian Highsmith (23) and Mike Febbo (7) dueled for the win at the Mtn. View MX.

Jason Paden won the F-1 and F-2 races at Willow Springs International Raceway.



Highsmith prevails at Mountain View Motocross

By Frank Wiersma
Photo by Scott Rich

TUCSON, AZ, NOV. 14

Cool weather and superb track conditions made for some fast and furious riding at Mountain View MX in Tucson on Sunday, and Brian Highsmith took advantage of those conditions, scoring a win in the 250cc Intermediate class.

Highsmith got his Yamaha off to a good start in the first moto and held his position throughout. Frank Febbo pushed him hard for a lap but had his own problems with Carey Kent Jr., who passed Febbo on the second lap but could not catch Highsmith. Mike Calhoun got off to a bad start and could finish no better than fourth.

Febbo pulled the holeshot the second time around with Highsmith second and Calhoun third. Highsmith and Febbo swapped the lead five times during the first lap, but were separated on the second when Calhoun roared past Highsmith. They were together again when Calhoun passed Febbo. Highsmith was now in third position and played it cool until he saw a chance to get around Febbo in the doubles.

"I knew Febbo was the only one I had to beat because Calhoun finished fourth in the first moto," Highsmith said. "I figured Febbo would tire since he hasn't raced much lately, and once I got around him, I just held my position."

That strategy, along with his own riding skills, gained Highsmith the first-place trophy.

Calhoun fared better in the 125cc Intermediate class where he pulled the holeshot in both motos and held on all the way. Jeremy Giroir pushed him during the first moto, but had a major crash on the upside face of the hill, which put him out of commission for the rest of the day. Jeff Landis finished second in both motos.

Stacey Miller had his way in the Senior Novice class, winning both motos over Don Miller and John Rogers who split second and third-place finishes.

Ronnie Gamble Jr. dominated the 50cc Novice class while Sean Shelton, Ranel Cox and Chris Mayo battled it out for second, third and fourth, respectively. Cox held a solid second for three laps, but a persistent Shelton got around him and finished second. His persistence did not hold up in the second moto when he again started second but faded and finished fourth, leaving the third spot to Chris Mayo.

Results

50 BEG: 1. Tommy Shinn (Yam); 2. Wendy Jonon (Suz); 3. Richard Mullins (Suz).

50 NOV: 1. Ronnie Gamble Jr. (Yam); 2. Ranel Cox (Yam); 3. Sean Shelton (Yam); 4. Chris Mayo (Yam); 5. Michael Beaver (Yam).

50 MOD: 1. Sean Shelton (Yam); 2. Ronnie Gamble Jr. (Yam); 3. Ranel Cox (Yam).

60 (9-11): 1. Nathan Rivera (Kaw); 2. Ryan Wilson (Hon); 3. Paul Burger Jr. (Kaw).

60 MOD: 1. Ryan Wilson (Hon); 2. Nathan Rivera (Kaw); 3. Paul Burger Jr. (Kaw).

80 BEG: 1. Paul Sosinski (Kaw); 2. Chad Lambert (Kaw); 3. Don Shinn (Yam).

80 NOV: 1. Klint LaPlante (Suz); 2. Thomas Stuckey III (Yam); 3. Michael Foster (Yam); 4. Taylor Vanderpool (Yam).

125 BEG: 1. Marty Hernandez (Hon); 2. Rick Bentley (Yam); 3. Ray Penski (Suz); 4. Michael Foster (Yam); 5. Shawn Dunne (Yam).

125 NOV: 1. George Hammel (Suz); 2. Carlos Hernandez (Hon); 3. Chuck Moon (Hon); 4. Jamie Bodfield (Kaw).

125 INT: 1. Michael Calhoun (Kaw); 2. Jeff Landis (Hon); 3. Jeremy Giroir (Yam).

250 BEG: 1. Adam Bode (Hon); 2. Keith Mott (Hon); 3. Will Harrison (Hon); 4. Jack Ogle (Yam); 5. Toby Squires (Kaw).

250 NOV: 1. Sean Green (Suz); 2. Seth Ringenbach (Yam); 3. Chuck Bisceglie (Hon); 4. John Rogers (Hon).

250 INT: 1. Brian Highsmith (Yam); 2. Michael Calhoun (Yam); 3. Frank Febbo (Yam); 4. Carey Kent Jr. (Yam).

SR NOV: 1. Stacey Miller (Yam); 2. John Rogers (Hon); 3. Donald Miller (KTM); 4. Jack Ogle (Yam); 5. Michael Puchkors (Yam).

TRPHYLSS RDR: 1. Tom Shinn (Yam); 2. Ian Cassidy (Suz); 3. Michael Pozarowski (Kaw); 4. John King (Hon); 5. Patrick McCullough (Hon).

Myers masters Christiana MX

By Bart Wilber

CHRISTIANA, TN, NOV. 7

Phillip Myers was the star of the day, giving a stellar performance at Christiana Raceway to pull off a double-moto win in the combined 125cc B and C class.

Myers, riding his '94 Kawasaki, was able to take the lead through the stutter bumps on the first lap of moto one. Myers continued to stretch his lead for the remainder of the moto by easily negotiating the the long tabletops and the turns, showing his competition the fast way around the track. At the checkered it was Myers with the win. Tad Working finished second ahead of Bill Hester, Eddie Smiley and Kevin Boyd.

In the second moto, the outcome was the same. Working charged from fifth place to second in only two laps, finishing behind Myers.

Danny Lain was the fastest 125cc C rider, riding his way up from fourth place to take over second at the begining of lap three, then leaving the rest of the class behind him. A downed rider slowed the the pack just enough for Lain to escape and pass most of the B class as well.

After moto two, Lain posted two moto wins in his class and scored a very impressive second overall. Lain was followed to the finish by Ruel Jones, who posted a 2-2 finish for second in the 125cc C class. Rich Prescott, Jay Green and Brian McDonald rounded out the top five.

Results

0-50: 1. Ross Pruitt; 2. Jason Wright; 3. Zachary Shiffler; 4. Jesse Prescott; 5. Chance Lewis.

65: 1. Nicholas Moulton; 2. Kevin Stone; 3. Jarred Goodwin; 4. Tyler Burnette; 5. Ross Pruitt.

85 JR: 1. Nicholas Buchholtz; 2. Will Hows; 3. Stephen Applegate.

85 SR: 1. R.C. Pond; 2. Kevin Roddy; 3. Billy Wright; 4. Trent Thomas; 5. Travis Thomas.

OPEN MINI: 1. Billy Wright; 2. Nicholas Buchholtz; 3. R.C. Pond; 4. Travis Thomas; 5. Trent Thomas.

SCHBY: 1. Jason Richards; 2. Matt Downey; 3. Patrick Patterson; 4. Kevin Boyd.

125 B: 1. Phillip Myers; 2. Tad Working; 3. Bill Hester; 4. Eddie Smiley.

125 C: 1. Danny Lain; 2. Ruel Jones; 3. Bryan McDonald; 4. Jay Green; 5. Rich Prescott.

125 D: 1. Frank Savely; 2. Jeff Bryant; 3. Leslie York; 4. Darrin Withman; 5. William Dempsey.

250 B: 1. Lindsay McGregor; 2. David Irwin; 3. Mike Pace; 4. Ranson Jones.

250 C: 1. Ruel Jones; 2. Stephen Smith; 3. Jason Leathers; 4. Brent Trentham; 5. Joe Humphrey.

25+: 1. Tad Working; 2. Rich Prescott; 3. Joe Stinson; 4. Mike Pace.

30+: 1. Bill Hester; 2. Lindsey McGregor; 3. Danny Ledford; 4. Ranson Jones.

40+: 1. Danny Ledford; 2. Ben Geren; 3. Bart Wilber.

UL AM: 1. Eddie Smiley; 2. Bill Hester; 3. Brian Leford; 4. Danny Lain; 5. Bryan McDonald.

N/CURR: 1. Joe Stinson; 2. Frank Savely; 3. Steve Garner; 4. Brent Trentham; 5. Rob Hayes.

Paden powerful at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, NOV. 20U21

Jason Paden delivered a one-two punch when he won both the Budweiser/Toyota/Dunlop Formula One Grand Prix and the Maxima Racing Oil Formula Two Grand Prix races during the 11th round of Willow Springs Motorcycle Club competition at Willow Springs International Raceway.

Paden has dominated the F-2 class this season at Willow Springs and his victory in that event in this round was all he needed to clinch the F-2 class championship. His victory in the F-1 race was his first in that class with the WSMC.

It took Paden several laps in the F-1 race to move into the lead. That spot was held initally by defending class champion Robert Miller, who emerged with the lead after only a few laps despite a poor start off the line. At the end of the first lap, Miller was leading on his ReCal Racing-sponsored Honda CBR900F with Jim Van Vegten running second and Paden in third. As Van Vegten and Paden rode through the tight turns on the racetrack, Paden used his nimble Cine Camera-sponsored Yamaha TZ250 to its advantage and was able to pass Van Vegten, who was riding his Risky Business Racing-sponsored Suzuki GSXR1100.

However, Van Vegten wasn't ready to relinquish second quite so easily, and once the riders were in the back straight, applied the horsepower and re-passed Paden. A lap later, Paden once again passed Van Vegten in the tight sections of the race course, and this time Van Vegten was unable to move back into second.

Paden now set his sights on Miller and a lap after passing Van Vegten, he used the same technique to get past Miller in turn four. From that point on, Paden's lead was unchallenged and he cruised on to take the race win with Miller finishing second and Van Vegten third.

"I was the most relaxed for this race that I've ever been," said Paden after the race. "I got a great start and decided to go for it."

In the Maxima Racing Oil Formula Two race, Paden came out on top of a race-long battle with Michael Montoya and Willie Burr.

Results

F-1: 1. Jason Paden (Yam); 2. Jim Van Vegten (Suz); 3. Robert Miller (Hon); 4. Bruce Tebo (Suz); 5. Craig Steven (Suz).

F-2: 1. Jason Paden (Yam); 2. Michael Montoya (Yam); 3. Mark McDonald (Yam); 4. Roland Sands (Yam); 5. Willie Burr (Hon).

F-3: 1. Lee Shierts (Suz); 2. Kevin Norray (Hon); 3. Davy Widjaja (Hon); 4. Wesley Totsubo (Yam); 5. Scott MacAdam (Hon).

500 SS: 1. Brian Garbellini (Yam); 2. Steve Reardon (Yam); 3. Guy Celestre (Yam); 4. John Reardon (Hon); 5. Perry Gilbert (Yam).

600 SS: 1. J. Andrew Milton (Hon); 2. Walt Dorsch (Suz); 3. James Randolph (Suz); 4. Willie Burr (Hon); 5. Robbie Dowie (Hon).

750 SS: 1. Anthony Lupo (Suz); 2. Walt Dorsch (Suz); 3. Koral Vaughn (Suz); 4. Oscar Ortiz (Suz); 5. Paul Wright (Suz).

OPEN SS: 1. Curtis Adams (Suz); 2. Orlando Pablo (Suz); 3. Dean Vincent (Yam); 4. Chris Voelker Sr. (Hon); 5. Derek McKesson (Suz);

550 S/BK: 1. Dave Koskinen (Suz); 2. Frank Araqaki (Yam); 3. Robert Nunez (Yam); 4. Brian Garbellini (Yam); 5. Guy Celestre (Yam).

650 S/BK: 1. Walt Dorsch (Suz); 2. Michael Benson (Hon) 3. J. Andrew Milton (Hon); 4. Tim Tillman (Hon); 5. Robbie Dowie (Hon).

750 S/BK: 1. Anthony Lupo (Suz); 2. Walt Dorsch (Suz); 3. Mathew Spiwak (Suz); 4. Koral Vaughn (Suz); 5. Don Lemelin (Kaw).

OPEN S/BK: 1. Jim Van Vegten (Yam); 2. Bruce Tebo (Suz); 3. Steve Moreno (Suz); 4. Lance Holst (Hon); 5. Craig Steven (Suz).

500 MOD PROD: 1. Brian Garbellini (Yam); 2. Guy Celestre (Yam). 3. Steve Reardon (Yam) ; 4. John Reardon (Hon) ; 5. Perry Gilbert (Yam)

600 MOD PROD: 1. Walt Dorsch (Suz); 2. J. Andrew Milton (Hon); 3. Willie Burr (Hon); 4. Michael Benson (Hon); 5. James Randolph (Suz).

750 MOD PROD: 1. Anthony Lupo (Suz); 2. Walt Dorsch (Suz); 3. Michael Flickinger (Suz); 4. Don Lemelin (Kaw); 5. Koral Vaughn (Suz).

OPEN MOD PROD: 1. Bruce Tebo (Suz) ; 2. Curtis Adams (Suz) ; 3. Dean Vincent (Yam); 4. Orlando Pablo (Suz); 5. John Hilton (Hon).

BOTT H/W: 1. Tom Aquino (Duc); 2. Mark Cruz (Duc); 3. Mick Ofield (Nor); 4. Larry Schnur (Duc); 5. Lloyd Johnson (Duc).

BOTT L/W: 1. Dave Koskinen (Suz); 2. Jerry Jirkovsky (Kaw); 3. Stephen Lilliott (Hon); 4. Daniel Equihua (Yam); 5. Jeff Blakely (Yam).

500 SGL: 1. Jody Hendley (Yam); 2. Kevin Johnson (Yam); 3. Patrick Russell (Hon); 4. Scott Fabbro (Hon); 5. John Ratliff (Yam).

600 SGL: 1. Franz Volpi (Yam); 2. Steve Hill (Yam); 3. Rich Papini-Chapla (Yam).

F-SGL: 1. Steve Hill (Yam); 2. Franz Volpi (Yam); 3. Kevin Johnson (Yam); 4. Patrick Russell (Hon); 5. Jody Hendley (Yam).

F-40: 1. Kevin MacBeth (Yam); 2. Don Grijalva (Yam); 3. Ronald Ringsrud (Hon); 4. Larry Schnur (Duc); 5. Rick Kovacs (Suz).

500 NOV: 1. Antonio Nunez (Yam); 2. John Adams (Kaw); 3. Alex Florea (Yam); 4. Dan Azar (Hon); 5. Bill Mezzell (Hon).

650 NOV: 1. Pierre Biscaichipy (Yam); 2. Akiharu Shigeno (Hon); 3. Nick Hughes (Hon); 4. William Go (Hon); 5. Greg Talbot (Yam).

OPEN NOV: 1. Ricardo Aguayo (Suz); 2. Eric Ratza (Suz); 3. Brian Robinson (Hon); 4. Michael Hafner (Yam); 5. Chris McCauley (Yam).

Kohner, Hebb fast at Evansville Short Track

By Ed Beckley

EVANSVILLE, IN, NOV. 12-13

Two days of short track racing in Evansville brought two different winners on two different surfaces, as Tony Kohner won the Open Pro class at Indiana's Roberts Municipal Stadium on Friday while David Hebb topped the class on Saturday.

Friday night, the surface was coated with Coke syrup and it looked like the ultimate in traction. But as the night wore on, the humidity rose and made the Coke syrup gooey and hard to negotiate. Last year's M.S.A. indoor champion, Hebb, put his Harley-Davidson out front, and it looked like he had the race in the bag until the last corner when he slowed to straighten up and wheelie across the finish line. As Hebb was stylin', Tony Kohner put his Frontenac Honda 600 across the finish line ahead of the "Wheelie King" for the win. Hebb was second by a wheel, and Kirk Jenneman finished third.

On Saturday, the track crew went to the building to find the floor in a mess.

"The floor's surface was about the consistency of chocolate syrup," said Stan Muehlhausen, the M.S.A. track official.

Crews stripped the floor to the concrete and then sprayed it with traction compound. That proved to be the solution to the traction problem as riders were four wide in the corners, dragging their handlebars, and going fast. Joey Duvall sat on the pole for the main with a Kawasaki 250 motocrosser, the first rider to do that in three years of the M.S.A. series. Duvall

lost the holeshot to Hebb. The Powell Performance-backed Hebb rocketed to the lead, and in six laps was lapping the back of the 12-rider main. Duvall went to fourth for a while, then moved back to second at the finish line. Wes Beckman came from the second row to finish third.

Roger Hayden won the 80cc class on Friday night, and Jason Goodwin took the win Saturday night. In Friday's 50cc race the top three riders were Tom Link, Brad Weiss and Brent Williams. On Saturday, Doug Lawrence won over Tom Link and Brad Weiss.

Results

Friday

OPEN PRO: 1. Tony Kohner (Hon); 2. David Hebb (H-D); 3. Kirk Jenneman (H-D); 4.Ty Osborn (Hon); 5. Recil Hart (Yam).

80: 1. Roger Hayden (Yam); 2. Chris Smith (Suz).

50: 1. Tom Link (Yam); 2. Brad Weiss (Itj); 3. Brent Williams (Yam).

Saturday

OPEN PRO: 1. David Hebb (H-D); 2. Joey Duvall (Kaw); 3. Wes Beckman (Hon); 4. John Faulkner (Yam); 5. Recil Hart (Yam).

80: 1. Jason Goodwin (Suz); 2. Bud Wright (Hon); 3. Chris Smith (Suz).

50: 1. Doug Lawrence (Itj); 2. Tom Link (Yam); 3. Brad Weiss (Itj).

Latina, Kern blast Marion County Motocross

By Kyle Myers

REDDICK, FL, NOV. 14

Josh Latina and Wyn Kern were the big winners at Motocross of Marion County as Latina won the 16-24 class while Kern topped the 25+ division.

The 16-24 and 25+ classes were run together, but started on separate gates. Latina jumped out to the early lead in the first moto over Jeff Neilander, Chris Brown, Steve Dumond and Mike Amedeo. Neilander fell in a rutted turn and caused a traffic jam, letting John Fesler and Dumond motor into second and third. Brown restarted in the fourth spot and flew by Dumond one lap later. Latina now had a 10-second lead over the field. Brown was putting on a late charge but ran into a tire, which slowed his progess. Latina won the moto over Fesler, Brown, Dumond and Amedeo.

Meanwhile, Kern and Jon Ortner battled for the 25+ division lead the entire six laps and were never more than a bike length apart. Kern held on for the narrow win ahead of Ortner, John Lundy, Tim Lozaw and David McPherson.

The second go- round saw Dumond shoot to the front of the pack with Latina, Brown, Fesler and Amedeo breathing down his neck. Latina and Brown slipped by Dumond in the third turn with Fesler following a few turns later. Latina, on a 250, pulled a few seconds on Brown until the last lap. Brown nipped away at Latina's lead but came up short. Team Green/Performance Engineering/Fox/Renthal/Pirelli/Troy Lee/Oakley/Kawasaki of Ocala/Uni/Tsaubaki-backed Latina held on for the overall. Brown, Fesler, Dumond and Amedeo rounded out the top five.

The second 25+ moto was a thiller. Ortner and Kern drag raced for the holeshot with both riders racing side by side for half a lap until Kern edged out Ortner entering a turn. Ortner latched onto Kern's rear fender and followed him home. Lundy, Lozaw, and McPherson filled out the top five positions.

Kern and Ortner were at it again in the 30+ class. Kern led the first moto from start to finish to take the win. In the second moto, Ortner was tired of chasing Kern and led from the drop of the gate to the checkered flag for the overall victory.

Results

P/W: 1. Robert Holstein (Yam); 2. Cody Roth (Yam); 3. Michael Lozaw (Yam); 4. Mike Grass (Yam); 5. Ricky Renner (Yam).

65: 1. Parker Kirton (Kaw); 2. Perry Kirton (Kaw); 3. Will Powell (Kaw); 4. Dustin Lynn (Kaw).

85 (7-11): 1. Clint Shealy (Kaw); 2. Paul Reilly (Suz); 3. Parker Kirton (Kaw).

85 (12-13): 1. Jason Thomas (Kaw); 2. Andrei Boloni (Suz); 3. Mike Ivanko (Kaw); 4. Rich Basile (Kaw); 5. Ryan Hawk (Suz).

85 (14-15): 1. Adam Rake (Kaw); 2. Mike Kushnider (Suz).

S/MINI: 1. Adam Rake (Kaw); 2. Jason Thomas (Kaw); 3. Scott McGuigan (Hon); 4. Andrei Boloni (Suz); 5. Clint Shealy (Kaw).

16-24: 1. Josh Latina (Kaw); 2. Chris Brown (Suz); 3. John Fesler (Suz); 4. Steve Dumond (Yam); 5. Mike Amedeo (Yam).

125 B: 1. Mike Lampe (Suz); 2. Lonny Bischoff (Suz); 3. Jason Peres (Kaw); 4. Joey Clark (Kaw); 5. Ryan Kelley (Kaw).

125 C: 1. Lee Burgess (Kaw); 2. Lee Tathan (Yam); 3. James Joiner (Hon); 4. Derrick Januszyk (Hon); 5. Ronnie Renner (Yam).

125/250 BEG: 1. Gary Stanecki (Kaw); 2. Ron Mensforth (Hon); 3. Rich Basile (KTM); 4. Steve Christiansen (Hon); 5. George Davis (Suz).

250 A: 1. Travis Blackburn (Kaw); 2. Chris Brown (Suz); 3. Josh Latina (Kaw); 4. John Fesler (Suz).

250 B: 1. Steve Dumond (Yam); 2. Mike Amedeo (Yam); 3. Jeff Neilander (Hon); 4. Justin Puzz (Kaw).

250 C: 1. Lee Tathan (Yam); 2. Derrick Januszky (Hon); 3. Jimbo Hayes (Hon); 4. Greg Boyle (Hon); 5. Casey Lynch (Yam).

25+: 1. Wyn Kern (Kaw); 2. Jon Ortner (Kaw); 3. John Lundy (Yam); 4. Tim Lozaw (Yam); 5. David McPherson (Hon).

35+: 1. Dell Miller (Kaw); 2. Brian Whitcomb (Hon).

40+: 1. Randy Kelley (Kaw); 2. Robert Godfrey (Kaw); 3. Robert Dare (Kaw); 4. Rufus Dallas (Kaw); 5. Ron Hawk (Suz).

WORLD SPORTS 93-94 RACING SEASON

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Jan. 15	Orlando, FL
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AMA AMATEUR SUPERCROSS SERIES

Jan. 22	Houston, TX
Feb. 12	Tampa, FL
Feb. 26	Atlanta, GA
Mar. 20	Indianapolis, IN
Mar. 26	Charlotte, NC
April 16	Minneapolis, MN
April 24	Dallas, TX
June 5	San Jose, CA

FLORIDA WINTER AMA SERIES

Jan. 1 & 2	Gatorback
Jan. 8 & 9	Ocala
Jan 22 & 23	Dade City
Jan. 29 & 30	Gatorback

GATORBACK AMA 125/250 NATIONAL MOTOCROSS OPENING ROUND
Gatorback-Gainsville, FL

Mar. 4	Amateur	SX(Daytona Round)
Mar. 5	Amateur	Motocross
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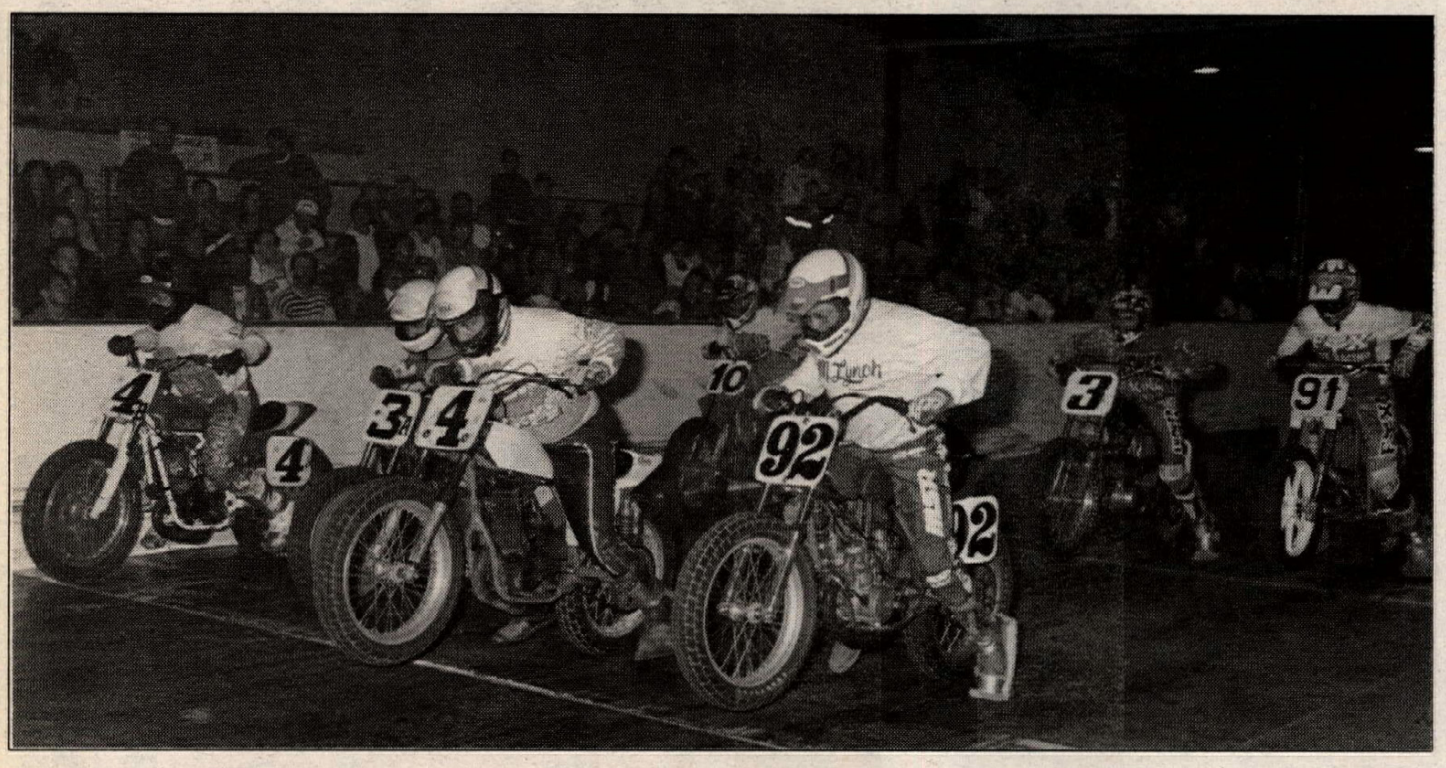

Brett Friedel (91) came from the second row and passed Taylor White (92) to win the 250cc class at the Timonium ST.

Friedel flies to Timonium Short Track victory

By Len Breech

TIMONIUM, MD, NOV. 13

Motocrosser Brett Friedel struck a blow for the pride of motocrossers everywhere as he took a victory in the 250cc clash as the Baltimore County Trail Riders/Cockeysville Optimist Club-promoted indoor short track series on the Maryland State Fairgrounds reached the halfway point.

At the start of the 250cc main, Friedel gated third behind Taylor White and Warren Diem, who was riding Skethway's 125cc class-winning Honda after blowing up his own Maico in practice. On the fourth lap, Diem had an opening, stuck the Honda in there and bottomed it out. Even though Diem's not big, he's 40 pounds heavier than Skethway. Diem fell, and White was knocked off the groove, letting Friedel put his Pete's Cycle/Sanford Engines-sponsored Kawasaki into the lead for good. White rejoined and finished second with Dan Reichert and Larry Sweeten third and fourth, respectively.

After following Georgie Price for the entire 250cc Pro final last week, Rodney Farris grabbed a big lead at the start of the 250cc Pro main while Price, David Reeves and Harold Dorsey trailed. Farris was having trouble with a chattering rear end and a messed-up pipe from the clash in the Diem-White 250cc race. Price cut into Farris's lead, taking the point as they came off the fourth turn on the 10th lap and cruising home for the win.

In the 18-year history of the indoor series, most win streaks usually falter at about the halfway point. While Corey Hormes again dominated the 55cc (7-8) final for his third win, Price's 250cc Pro win is the only competitive class with an undefeated winner, as both Donnie Mullen and Paul Lynch crashed their way to the rear in the final of the 80cc and 125cc classes. Charles Majeski crashed in the semi of the 360cc class. First time winners were Jake Johnson in the 80cc class, Tom Skethway topping the 125cc class, and Mark Burkholder in the 360cc class.

Results

50 (4-6): 1. Brian Phillips (Yam); 2. Gary Conklin (Itj); 3. Josh Wilson (Hon); 4. Travis Moore (Hon); 5. Chad Uhler (Yam).

55 (7-8): 1. Corey Hormes (Itj); 2. Dan Guisseppe (Itj); 3. John Kraft (Yam); 4. Chris Klinefelter (Hon); 5. Zach Calcutt (Yam).

80: 1. Jake Johnson (Hon); 2. Joey Zydinsky (Hon); 3. Ben McFadden (Yam); 4. Jody Miller (KTM); 5. Will Russell (Kaw).

125: 1. Tom Skethway (Hon); 2. Todd Stith (Hon); 3. Jim Blair (Hon); 4. Chris Hathaway (Hon); 5. Steve Cromwell (Hon).

250: 1. Brett Friedel (Kaw); 2. Taylor White (Hon); 3. Jimmy Reichert (Bul); 4. Larry Sweeten (Kaw); 5. Shawn Rothstein (Mon).

360: 1. Mark Burkholder (Bul); 2. Harold Brossman (Bul); 3. Clarence Bull (Hon); 4. Joe White (Hon); 5. Richard Hoatson (Yam).

250 PRO: 1. Georgie Price (Yam); 2. Rodney Farris (Hon); 3. David Reeves (Kaw); 4. Mike Varnes (Suz); 5. Paul Crumling (Yam).

Garrahan grabs Wilseyville Hare Scrambles

By Bill Spencer

WILSEYVILLE, CA, NOV. 14

Fox Racing/All American Honda/Cycle Gear/MoPro/FMF/Acerbis/Oakley-backed Patrick Garrahan took his racing level up one notch when he became only the third rider ever to win the Wilseyville Classic Hare Scramble at Schaad's Resort on a 125cc machine. The only ISDE U.S. Junior Team rider to finish in Holland, Garrahan got to the finish line first with seven laps complete and a minute plus advantage on D-36 Cross Country Champion Eric Mashbir.

"It was a great track," Garrahan said. "(It was) nothing like Holland - great fun."

A third party was a big part of the early laps of the 10.6 mile course. Joe Bruce led and diced with Garrahan, but a flat front tire on lap four cost Bruce time, and he barely made it to lap five before calling it quits.

"I could catch up when I needed to, but that whole lap on a flat front just got me, and I couldn't continue," Bruce said.

Kipp Classen finished third overall, and second in the 250cc A, after having a little trouble with sign-up. Classen is a Vet, but he wanted to start in the first row, so he had the 2 + 2 M/C move him up. Classen led the first lap. Cole Marshall did a tremendous job in taking fourth overall, and third in the 250cc A over Sam Soracco, with Bob Horton first in the Open A and sixth overall ahead of Dave Flashberger.

Brian Garrahan was the first B rider, finishing eighth overall in front of Andy Norrish, who was second in the 250cc B class. Jess Ochoa was 10th overall and second in the Open A.

Results

OPEN A: 1. Robert Hornton (Kaw); 2. Jess Ochoa (Kaw); 3. Jerry Fouts (Hon).

250 A: Eric Mashbir (Hus); 2. Kipp Classen (Hon); 3. Cole Marshall (Hon).

125 A: 1. Patrick Garrahan (Hon); 2. David Wells (Hon); 3. Jim Norris (Hon).

VET A: 1. John Damele (Hon); 2. Curt Kiser (Yam); 3. Gus Mueller (Hon).

SR A: 1. Bruce Rust (Hon); 2. Eddie Egyed (Kaw); 3. Pete Francini (Hus).

S/SR A: 1. Edd Haymond (KTM); 2. Al Garrahan (Kaw); 3. Fred Sumrall (Suz).

OPEN B: 1. Chris Rogers (Hon); 2. Mark Vanderpool (KTM); 3. Thomas Hampton (Hus).

250 B: 1. Brian Garrahan (Hon); 2. Andy Norrish (Hon); 3. Jim Merrich (Hon).

200 B: 1. Pat Lukes; 2. Joe Cannon (Yam).

125 B: 1. Mike Demaree (Kaw); 2. Kenny Sondwell (Suz); 3. Bob Hicks (Hon).

VET B: 1. Galen Moyer (Kaw); 2. Dave Mozingo (Hon); 3. Dana Reed (KTM).

SR B: 1. Peter Gio (Hus); 2. Gary Lind (KTM); 3. Steve Cameron (Yam).

S/SR B: 1. Bill Craig (KTM); 2. Bob Collins (Hon); 3. Bruce Neumann (Suz).

OPEN C: 1. Steve Haymond (Kaw); 2. Bill Shaw (Hon) 3. Ian Hobson (Hon).

250 C: 1. Rod Goehring (Hon); 2. Jason Howe (Hon); 3. Brian Lowry (Hon).

200 C: 1. David Fish (Kaw); 2. David Dabney (Kaw); 3. Paul Clark (Kaw).

125 C: 1. Scott Ferris (Suz); 2. Rod Kreiss (Suz); 3. Robert Fry (Kaw).

VET C: 1. Randy Jennings (Yam); 2. Marc Avoitfred (Yam); 3. Larry Street (Hon).

SR C: 1. Al Quale (Hon); 2. Brent Poplawski (Kaw); 3. Roger Mercer (KTM).

S/SR C: 1. Don Christianson (Yam); 2. Vic Repstad (Yam); 3. Terry Fish (Kaw).

4-STRK: 1. Steve Wellington (Hon); 2. Michael Jernigan (Hus); 3. Mark Collins (ATK).

WMN: 1. Lisa Feldman (Hon); 2. Monika Keller (Yam).

Goertz glorious at Texas HS

By Michael Walker

TRINITY, TX, NOV. 7

RMX-mounted Clifford Goertz carted off top money at round four of the 1994 AMA Texas Championship Hare Scramble Series. The Suzuki rider grabbed the holeshot and never slowed down in his first victory of the young season.

Defending champion Steve Cardwell continued his string of bad luck with a flat tire on lap one. Cardwell borrowed a front wheel from injured AA rider Shaun Martin and raced to third place at the Trail Riders of Houston-hosted event. Cardwell passed all but Goertz and Jeff Wilson to show the series champion is back and ready to battle.

Mark Childre returned to action after sitting out the earlier rounds while recovering from a broken leg and ankle. The series overall defending champion rode his KTM of Ft. Worth/Acerbis/Answer/FMF/Devol-backed 300 to the Vet A win and third overall. The Fort Worth rider seems ready to defend his number one for the Acerbis/Smith/Dunlop/Factory Connection/Tex-MX News/Sidi/Answer/MSR/ Silkolene/Endura-backed series. Open A riders claimed the top two overall spots ahead of Childre.

Alan Drane blasted away from the second line and powered his CR500 into the top spot from the drop of the green flag. Drane set a pace that carried him into second place AA as well. Former series champion Bob Marino returned and missed the start of his class. Marino, riding a borrowed YZ250, passed all riders except for Goertz and Drane to claim second overall for the day.

The D&S Kawasaki of Chris Brannon took charge of the 80cc class and he went home with his first top-spot finish at a hare scramble. Brannon broke free at the start of lap two from Jonathan Buckley and Drew Dunbar. Once away, Brannon stretched his lead by a full lap at the finish. Buckley grabbed second ahead of Dunbar, with Jem O'Leary closing fast to claim fourth.

Results

O/A: 1. Alan Drane (Hon); 2. Bob Marino (Yam); 3. Mark Childre (KTM); 4. Gary Windham (Kaw); 5. Bert Reynolds (KTM).

AA: 1. Clifford Goertz (Suz); 2. Jeff Wilson (Hon); 3. Steve Cardwell (Yam); 4. Mike Bradshaw (Hon); 5. Andy Bradshaw (Hon).

OPEN A: 1. Alan Drane (Hon); 2. Bob Marino (Yam); 3. Bert Reynolds (KTM); 4. Karl Zimmermann (Hon); 5. Don Murphy (Hon).

200 A: 1. Gary Windham (Kaw); 2. Duggan Hartzog (Kaw); 3. Jimmy Clark (Kaw); 4. Stephen Selman (Kaw); 5. Duane Badgley (Kaw).

VET A: 1. Mark Childre (KTM); 2. Doug Paley (Kaw); 3. Darryl Smith (Yam); 4. Jeff Wilson (Yam); 5. Scott Carleton (ATK).

SR A: 1. Terry Brown (Hon); 2. Howard Love (Kaw); 3. Howard Juckett (Kaw); 4. Nick Nickelson (Kaw); 5. Norm Olley (Yam).

60: 1. Waylon McCulloch (Kaw); 2. Hank Hanson (Kaw); 3. Tom Choate (Kaw); 4. Zac Smith (Yam); 5. Kim Martin (Yam).

80: 1. Chris Brannon (Kaw); 2. Jonathan Buckley (Hon); 3. Drew Dunbar (Yam); 4. Jeff O'Leary (Yam); 5. Chris Martin (Yam).

4-STRK: 1. Mark Raby (Hon); 2. Ken Simpson (Hus); 3. Richard Keplar (Kaw); 4. Mark Crane (Hon); 5. Andy East (Hon).

SPTSMN: 1. Steve McKinney (Kaw); 2. Josh Craddock (Kaw); 3. Don Kiblinger (Hon); 4. Terry Rudd (Kaw); 5. Bob McKensey (Kaw).

125 B: 1. Chris Thompson (Suz); 2. Rob Kelley (Hon); 3. Jay Roy (Hon); 4. Todd Hooker (KTM); 5. Thomas James (Kaw).

200 B: 1. Lee Jordan (Kaw); 2. Rick Cartwright (Kaw); 3. Glen Sweatt (Kaw); 4. James Selman (Kaw); 5. Kent James (Yam).

250 B: 1. Kevin Counsil (Yam); 2. Ian Brown (Hus); 3. David Hyden Jr. (Hon); 4. Joe Eastep (Kaw); 5. Chris Fournet (Yam).

OPEN B-1: 1. Brent Jones (Kaw); 2. Chris Wicker (Suz); 3. David Gartley (Hon); 4. Chris Richardson (Hon); 5. Tom Bailey (Hon).

OPEN B-2: 1. Clint Boyd (KTM); 2. Don Penkert (Yam).

VET B: 1. Craig Pingleton (Hon); 2. Brad Burnie (Hon); 3. Jim Taylor (Yam); 4. Bill Holland (Hon); 5. Bill Smith (KTM).

SR B: 1. Kent Atwood (Yam); 2. Bobby Reynolds (Kaw); 3. John Michlowsky (Kaw); 4. Terry George (Kaw); 5. Mike Prokop (Yam).

WMN: 1. Danielle Lindemann (Kaw); 2. Deb Montey (Kaw); 3. Gayle Culpepper (Kaw).

S/SR: 1. Fancis Hess (Yam); 2. Kenneth Langham (Yam); 3. Calvin Cardwell (Yam); 4. Bill Canion (Hus); 5. Mike Krumrey (Suz).

JR: 1. Travis White (Suz); 2. Thomas Edison (Suz); 3. Travis Allen (Kaw); 4. Mike Prokop Jr. (Hon); 5. Jason Sperry (Hon).

200 C: 1. Shawn Lindeman (Kaw); 2. James Martin (Hon); 3. David Flory (Hon); 4. Joel Goertz (Hon); 5. John Davis (Kaw).

Hames hammers to Willow Springs Short Track win

By Fred Windum

ROSAMOND,CA, NOV 21

Pete Hames dusted off his leathers to come and show the boys the fast way around International Sports Promotions' 3/8-mile dirt oval, and came away with the 750cc class win at Willow Springs.

Hames, Darryl Dodge and Ross Klatt led the big bikes around the banking in the day's fastest main event. The trio of Harley riders were chased by Yamaha-mounted Dave Pelton and Ruben Malabuarnero. Klatt moved around Dodge after two laps and started after Hames, only to have his bike lose power and drop him back to fifth spot. Dodge pulled in behind Hames and was followed to the flag by Pelton and Malabuarnero.

Dennis Cameron and Rick Reed jumped out front in the Vet class in a battle that would run the length of the race. Guy Duckett, Matt Campbell and Henry Meissner fell into line as the lead duo pulled away. Reed seemed to have found a good line through turns three and four, and set up to pass Cameron down the front chute as the white flag waved. Cameron pulled out all of the stops on the last lap to stay even with Reed, getting a super drive out of the last corner. Cameron crossed the line just ahead of Reed with Duckett and Campbell in tow. Meissner dropped out with a stripped knock off.

As the old bikes lined up for the Vintage main, the skies started getting darker with the threat of rain. Brett Bemis stuck his cherry Shell Yamaha 750 out in front of a herd of very interesting mounts. Mike Andrews and Gerry Duttweiler fell in behind on a pair of Triumphs, followed by Norm Neumann's '46 Indian. Neumann somehow managed to find a good cushion for his old hardtail, and he started moving up on Duttweiler and Andrews, passing Duttweiler for third and closing on Andrews. Bemis took the checkered flag as Neumann couldn't quite get enough speed to pass Andrews for the runner-up spot. Duttweiler and Campbell came in fourth and fifth.

Jim Rust bolted ahead of the 250cc class tailed by Tony Souza and Dave Rust. Dave Rust ran in underneath Souza and set his sights on brother Jim, passing to take over the number-one spot on lap four. Souza hung in third while roadracer Bob Cobb and Mike Andrews took the rest of the top five.

Results

750: 1. Pete Hames (H-D); 2. Darryl Dodge (H-D); 3. Dave Pelton (Yam); 4. Ruben Malabuarnero (H-D); 5. Ross Klatt (H-D).

VET: 1. Dennis Cameron (Hon); 2. Rick Reed (Yam); 3. Guy Duckett (Hon); 4. Matt Campbell (Tri); 5. Henry Meissner (Mon).

VINT: 1. Brett Bemis (Yam); 2. Mike Andrews (Tri); 3. Norman Neumann (Ind); 4. Gerry Duttweiler (Tri); 5. Matt Campbell (Tri).

250: 1. Dave Rust (Suz); 2. Jim Rust (Yam); 3. Tony Souza (Hon); 4. Bob Cobb (Yam); 5. Mike Andrews (Yam).

500 NOV: 1. Jim Rust (Yam); 2. Akira Ishihara (Hon); 3. Tommy Burtcher (Hon); 4. Johnny Johnson (Yam); 5. Koji Sato (Yam).

600 NOV: 1. Eric Wood (Yam); 2. Brett Bemis (Yam); 3. James Butler (Yam); 4. A.J. Hererra (W-R).

600 PRO: 1. Sid Payne (Yam); 2. Mark Ledbetter (W-R); 3. Jeff Morrison (Hon); 4. Dave Pelton (W-R); 5. Elliott Iverson (Yam).

PT BKE: 1. Brett Bemis (Yam); 2. Jacob Butcher (Hon); 3. Mark Ledbetter (Yam); 4. Dave Pelton (Suz).

SPDWY: 1. Jim Estes; 2. Chris Harrington; 3. William Green; 4. Dave Pelton; 5. Joe Pelton.

Tollstrap, Pelton rip at Glen Helen Short Track

By Jere Mayer

SAN BERNARDINO, CA, NOV. 20

Tad Tollstrap took advantage of Geoff Arnold's misfortune to win the 500cc Junior class, and David Pelton held off a late race charge by Jim Rosa to win the Open Expert class at the Glen Helen Raceway short track.

Two lines were revving for the green flag in the 500cc Junior main. Geoff Arnold stole the holeshot, but the pack was sliding through turn one hot on his trail. Tollstrap hooked up and charged, but Rosa was not to be left behind. When Tollstrap rode high, Rosa stuffed his wheel under for a pass. Bill Quinn was working the groove for his turn at second place. Blasting close behind were Koji Sato, David Rust and Larry Spektor. As the track was getting sweeter, the riders were hooking up. Arnold ran into problems and was out, leaving the door open for Tollstrap, Rosa and Quinn. As the white flag came out, the battle raged. When the checkered waved, it was Tollstrap wheeling by for the win, with Rosa second, and Sato third.

Looking to pull off a second consecutive Glen Helen win, David Pelton took the holeshot in the Open Expert main and never looked back. The real race was for second, with Akira Ishihara, Rosa, and Freddie Orosco all fighting for it. When Orosco went out with mechanical trouble, Rosa slipped by Ishihara and led the attack on Pelton. With the final laps winding down, Rosa was squeezing in on first place. Pelton had to find the right combination of thottle and traction to cross the finish line first. Rosa made a brave charge, but took the second spot with Ishihara a very close third.

Other big winners were Dennis Cameron (Senior), and Tyson Voll (250cc Expert).

Results

OPEN EX: 1. David Pelton (Rtx); 2. Jim Rosa (Hon); 3. Akira Ishihara (Hon); 4. Freddie Orosco (H-D).

250 EX: 1. Tyson Voll (Yam); 2. Jim Rosa (Hon); 3. David Rust (Suz).

500 JR: 1. Tad Tollstrup (Yam); 2. Jim Rosa (Hon); 3. Koji Sato; 4. Bill Quinn (Yam); 5. Jim Rust (Yam).

SR: 1. Dennis Cameron (Hon); 2. Barry Mayer (Yam); 3. Dennis Voll (Rtx); 4. Jerry Young (Rtx).

100 EX: 1. Jim Rosa (Hon); 2. Larry Spektor; 3. Bill Quinn (Yam).

Carsten crushes Bridgehampton Motocross

By Jim and Carolyn Simpson

BRIDGEHAMPTON, NY, NOV. 20

Barry Carsten proved to be a key player in the Long Island Sports Committee's final 1993 race, hosted by Vincent Allegretta and John Graziano.

The 125cc Pro action started with Allegretta grabbing the lead as the pack raced into the woods. Mike Michels and Carsten followed Allegretta up and over the Hidden Valley table top. Carsten twisted the wick and moved into second to pressure Allegretta in first. In the back section, Carsten made his move and took over in the lead. Michels then passed Allegretta to follow Carsten. McIlvaine then dropped Allegretta to fourth. Carsten went on for the moto win with Michels in second and McIlvaine in third.

Allegretta and his Vic Rivas-prepared Suzuki again cranked out the moto-two holeshot as McIlvaine and Michels tangled in the first turn. Richard Rogers and Ty Wallace chased Allegretta into Hidden Valley. When Allegretta came back into sight, Carsten was chasing Wallace, and did not wait to put on an inside move and secure second. Allegretta held him off until Carsten railed the outside line and went back down the Parachute jump with the lead. Wallace then outjumped Allegretta to take second. All alone in the lead, Carsten wowed the crowd with some clickers over the jumps on his Montgomeryville/ DG/KPS/Arai/Pro Spec/Dunlop/MSR/So Cal/Scott-backed Suzuki. With four moto wins, Carsten cruised to the 125cc and 250cc Pro overall titles. Wallace finished second in the moto with Allegretta taking third.

Dan O'Keefe earned the 250cc Amateur class championship without ever scoring a moto win. O'Keefe had scored enough second and third place finishes to take the title.

Results

P/W: 1. Brian Murphy (Yam); 2. Joe Merrill (Hon); 3. Ed Goldsborough (Yam); 4. Joe Dill (Mai); 5. Mark Rasmussen (Yam).

MINI (7-11): 1. David Di Pietro (Kaw); 2. Matt Norando (Suz); 3. Ryan O'Malley (Kaw); 4. Matthew Dill (Kaw); 5. Brian Murphy (Kaw).

JR MINI: 1. Tony Pedone (Yam); 2. Gregory Goldfuss (Yam); 3. Denis Sorrentino (Suz); 4. Jeron Anthony (Kaw); 5. James Donnellan (Kaw).

SR MINI: 1. Mark Wesnofske (Suz); 2. Richard Steck (Kaw); 3. Toby Levine (Kaw); 4. Dale Robertson (Kaw); 5. Kershell Anthony (Kaw).

125 NOV A: 1. Kurt Robbins (Hon); 2. Mike Lusardi (Kaw); 3. Mike Carrieri (Hon); 4. John Chiavolo (Hon); 5. Michael Iengo (Suz).

125 NOV B: 1. Chris Celli (Suz); 2. Joe Eannel (Kaw); 3. Peter Destefano (Hon); 4. Chris Abadula (Kaw); 5. Richard Agostinelli (Suz).

250 NOV: 1. Dan Anderson (Hon); 2. John Graham (Hon); 3. Ron Simonin (Kaw); 4. Steve Dolan (Kaw); 5. Scott Brennan (Hon).

125 AM: 1. John Jasinski (Kaw); 2. Brian Berry (Hon); 3. Jim Tillman (Hon); 4. Richard Coane (Yam); 5. Eric Flagg (Hon).

250 AM: 1. Donald Murphy (Hon); 2. Brian Berry (Hon); 3. Danny O'Keefe (Hon); 4. Richard Coane (Kaw); 5. Ed Hololob (Suz).

VET AM: 1. Don Murphy (Hon); 2. Robert Jarvis (Hon); 3. Chris Knuth (Hon); 4. Scott Santemyers (Kaw); 5. Fred Syvertson (Hon).

500 AM: 1. Chris Knuth (Hon); 2. Andrew Signoriello (Kaw); 3. Thomas Lequerique (Hon); 4. Paul Wertheimer (Hon); 5. Scott Santmyers (Kaw).

125 EX: 1. Barry Carsten (Suz); 2. Vincent Allegretta (Suz); 3. Ty Wallace (Hon); 4. Clint Rooney (Hon); 5. John Franco (Suz).

250 EX: 1. Barry Carsten (Suz); 2. John Carielo (Hon); 3. Mike Michels (Suz); 4. Richard Rogers (Hon); 5. Gary Williams (Kaw).

500 EX: 1. Mike Michels (Suz); 2. James McIlvaine (Hon); 3. Greg Murphy (Hon).

VET EX: 1. John Franco (Suz); 2. John Camdio (Hon); 3. Rich Caccavano (Hon); 4. James Meenman (Yam); 5. Joe Merrill (Hon).

S/SR: 1. Bud Fee (Hus); 2. John Sanuth (Hon); 3. Dennis DeGraff (Kaw); 4. Ted Squires (Hon); 5. Bob Flagg (Hon).

SCHBY: 1. Vinny Allegretta (Suz); 2. Brian Berry (Hon); 3. Kevin Nowak (Kaw); 4. Eddie Hololob (Suz); 5. Eric Flagg (Hon).

CLGBY: 1. Ty Wallace (Hon); 2. Wesley Phillips (Yam); 3. Clint Rooney (Hon); 4. Jim Tillman (Hon); 5. Duane Kleppe (Kaw).

VINT: 1. Thomas Bentivegna (Kaw); 2. Richard Baulch (Pen); 3. Gary Di Pietro (KTM); 4. Bruce Kleete (Kaw); 5. Patrick Witty (Hon).

LATE MDL: 1. Dennis Robinson (Hon); 2. John Graham (Suz); 3. Paul Wertheimer (Hon); 4. Anthony Gangone (Hon); 5. Steven Schmidt (Kaw).

Warner Wilbourn scored the 35+ overall victory at the Hillbilly Hills Motocross.

25+: 1. Greg Murphy (Hon); 2. John Walton (Hon); 3. Jason Novoskelski (Hon); 4. Danny O'Keefe (Hon); 5. Scott Nickerson (Hon).

Roland rolls at Hillbilly Hills Motocross

By Gary Crider

ROBERTA, GA, NOV. 7

Joey Roland did just what he needed to do in order to top the 125cc C class at Hillbilly Hills MX in round seven of the Georgia Fall Championship MX Series.

The first 125cc C moto was a thriller as Shaw Whitaker moved up to pass race leader Roland on the last lap. That same lap, however, saw Whitaker crash. Whitaker remounted to finish seventh while Roland took the win over Jon Gray.

Moto two saw Whitaker pass Roland in the early laps for the moto win. Roland's overall victory was secure with a 1-2 tally while Gray claimed second place over Whitaker.

The 25+ division saw some of the day's closest racing as Dell Ellanson, Glen Bates and Mike Henderson traded blows throughout the day. Ellanson emerged with a 2-1 tally to claim top honors over Bates and Henderson. Ellanson returned in 30+ action where he netted the runner-up spot in a close match over Henderson, while Ross Johnston won with a perfect score.

Ricky Carmichael edged Matt Walker and Christopher Bailey to win the Senior Mini and Youth divisions, respectively. Dwayne Bone won both the 125 and 250cc A contests while Warner Wilbourn aced the 35+ and 40+ classes. Matt Beatty wrestled the lead away from Michael Sisemore late in the final 65cc moto for the win, clinching the overall ahead of Sisemore in the tied score.

Results

51 AUTO: 1. Andrew Matusek (Yam); 2. Rob Wooden (Yam); 3. Scott Storey (Hon); 4. Brandon Reed (Yam); 5. Jeremy Johnson (Hon).

65: 1. Matt Beatty (Kaw); 2. Michael Sisemore (Kaw); 3. Christopher McCorkel (Kaw); 4. Robin Wallace (Kaw); 5. Jonathon Mortensen (Hon).

80 BEG: 1. Buck Schuler (Kaw); 2. Trey Boykin (Yam); 3, Tony Wright (Yam); 4. Michael Crawford (Yam); 5. Bryan Burns (Kaw).

JR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Chad Albritton (Hon); 4. Brandon Butterfly (Kaw); 5. Robin Wallace (Yam).

SR MINI: 1. Ricky Carmichael (Kaw); 2. Matt Walker (Kaw); 3. Nick Citron (Kaw); 4. Aaron Lindsey (Kaw); 5. Anthony D'Amico (Suz).

YTH: 1. Ricky Carmichael (Kaw); 2. Christopher Bailey (Suz); 3. Nick Citron (Kaw); 4. Mick Bailey (Suz); 5. Jason Duren (Yam).

125 BEG: 1. Mark Taylor (Kaw); 2. Heath Hamrick (Yam); 3. J.J. Eidson (Yam); 4. Todd Ellis (Yam); 5. Chuck Greer (Kaw).

250 BEG: 1. Jeff Killian (Kaw); 2. Duane Herndon (Kaw); 3. Zach Cumming (Yam); 4. Bryan Grant (Kaw); 5. Craig Greer (Kaw).

125 C: 1. Joey Roland (Suz); 2. Jon Gray (Suz); 3. Shaw Whitaker (Suz); 4. Chris Seward (Suz); 5. David Schnitger (Suz).

250 C: 1. Rusty Roberts (Yam); 2. Bobby Richards (Kaw); 3. Shawn Staggs (Yam); 4. Chris Morgan (Yam); 5. David Jackson (Yam).

125 B: 1. Mike D'Amico (Suz); 2. Kyle Kelly (Kaw); 3. Jeff Geise (Suz); 4. Brad Simpson (Kaw); 5. David Dishman (Suz).

250 B: 1. Rod Stuckey (Kaw); 2. Rodney Scott (Kaw); 3. Glen Bates (Kaw); 4. David Dishman (Suz); 5. Bryan Smith (Kaw).

U/L AM: 1. Rod Stuckey (Kaw); 2. Rodney Scott (Kaw); 3. Kyle Kelly (Kaw); 4. Jon Gray (Suz); 5. Bobby Richards (Kaw).

25+: 1. Dell Ellanson (Yam); 2. Glen Bates (Kaw); 3. Mike Henderson (Hon); 4. Dale Deaton (Hon); 5. Chris Williams (Yam).

30+: 1. Ross Johnston (Hon); 2. Dell Ellanson (Yam); 3. Michael Henderson (Hon); 4. Jim Creasy (Hon); 5. David Jackson (Yam).

35+: 1. Warner Wilbourn (Kaw); 2. Dale Deaton (Hon); 3. Pete Hammock (Kaw); 4. Kevin Matthews (Hon); 5. Shorty Goode (Suz).

40+: 1. Warner Wilbourn (Kaw); 2. Larry Hamrick (Suz); 3. Shorty Goode (Suz); 4. Arlen Loden (Kaw); 5. Bobby Bishop (Kaw).

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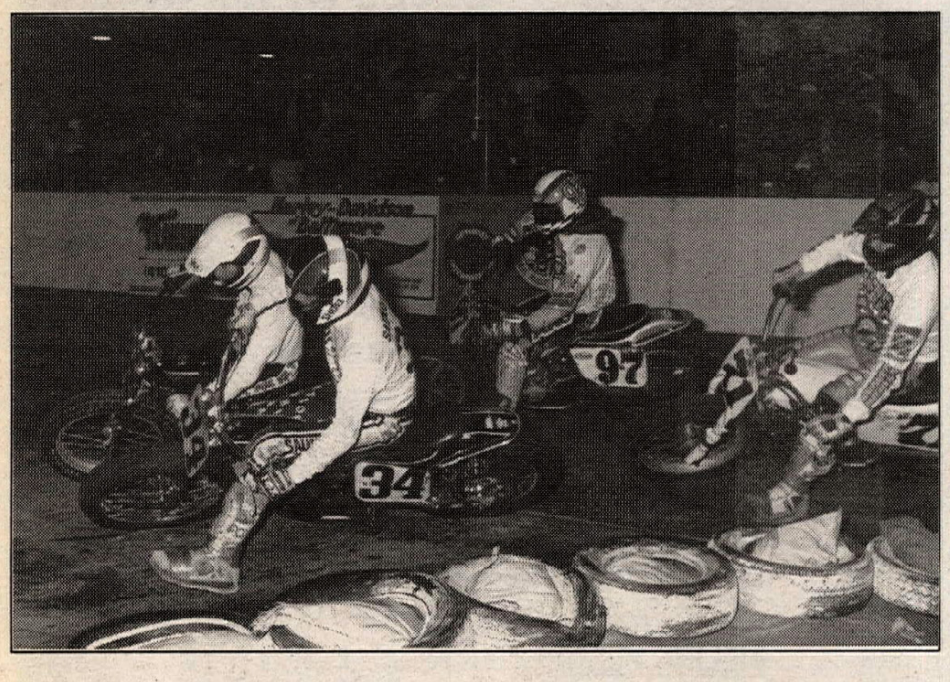
EVENTS

Rod Richardson (46) passed Steve Piattoni (26) for the Perris MX 30+ Master win.

Scott Saunders (34) led early and then won the 250cc Pro class at the Timonium ST.



Saunders scoots to Timonium Short Track win

By Len Breech

TIMONIUM, MD, NOV. 20

Scott Saunders put his Zipper's Cycle/John Kitzmiller-sponsored Harley-Davidson in front of the 250cc Pro final and pulled away to a popular win at the Timonium indoor short track.

After beating the always dangerous Georgie Price in their 250cc Pro semi, Saunders gated first in the main and was helped by three-time winner Price crashing in the second turn. Saunders held a little advantage over an intense, race-long battle for second between Rodney Farris, Mike Varnes and Kevin Varnes. Saunders increased his margin, as the trio battled among themselves in his wake, and took the win. Mike Varnes took second on the third lap but bobbled out of the two spot around halfway, letting Farris and Kevin Varnes by to take second and third, respectively.

Diem was helped by some riders falling at the 250cc start when half the field got tangled among themselves. Diem lapped most of them on his Diem's Cycle/Fisher's Cycle/McGrane Racing Maico before they got underway, except Adam Weiss and Ricky Winsett. Winsett fell on the fourth lap and was lapped at least twice before getting underway again. Diem took the win followed by Weiss. Gary Clark was quickest of the crashees to get underway, taking third.

The 360cc class looked like it was going to be one of the calmer races of the night. Joe White had his White's Harley Davidson-sponsored Harley Sprint in front of Charles Majeski, Rob Smith, Mark Burkholder and Clarence Bull, with the order remaining close to the last lap, then Majeski held the throttle on just a little longer, sending White to the concrete. White remounted to finish fifth, but Majeski's win was not too popular with the packed house.

The three mini classes had repeat winners as Gary Conklin took his second 55cc (4-6) win, as did Jake Johnson in the 80cc class. Corey Hormes lapped the 55cc (7-8) class up to third place to remain undefeated. Also taking his first win was Jim Blair, in the 125cc class.

Results

55 (4-6): 1. Gary Conklin (Itj); 2. Josh Wilson (Hon); 3. Travis Moore (Hon); 4. Chad Uhler (Yam); 5. Shawn Foster (Yam).

55 (7-8): 1. Corey Hormes (Itj); 2. Chris Klinefelter (Hon); 3. Zach Calcutt (Yam); 4. Nick Lapira (Yam); 5. John Kraft (Yam).

80: 1. Jake Johnson (Hon); 2. Donnie Mullen (Yam); 3. Joey Zydinsky (Hon); 4. Ben Miller (Yam); 5. Will Russell (Kaw).

125: 1. Jim Blair (Hon); 2. Perry Phillips (KTM); 3. Roy Miller (M-V); 4. Dale Verzi (Kaw); 5. Tim Bades (Hon).

250: 1. Warren Diem (Mai); 2. Adam Weiss (Yam); 3. Gary Clark (Yam); 4. Tom Majeski (Mai); 5. Brett Frieder (Kaw).

360: 1. Charles Majeski (Bul); 2. Rob Smith (Bul); 3. Clarence Bull (Hon); 4. Joe White (H-D); 5. Van Rittenhouse (Yam).

250 PRO: 1. Scott Saunders (H-D); 2. Rodney Farris (Hon); 3. Kevin Varnes (Yam); 4. Mike Varnes (Suz); 5. Georgie Price (Yam).

125 A: 1. Dewayne Bone (Hon); 2. Christopher Bailey (Suz); 3. Johnathon Blain (Kaw); 4. Jeff Shields (Kaw); 5. Brandon Smith (Suz).

250 A: 1. Dewayne Bone (Hon); 2. Ross Johnston (Hon); 3. Gary Brown (Hon); 4. Jeff Shields (Kaw); 5. Jon Krieger (Yam).

Beatty bags Perris MX victory

By Tony Alessi

PERRIS, CA, NOV. 21

North County Yamaha-backed Tim Beatty turned a pair of come-from-behind rides into the overall victory in the 125cc Novice class during Round Three of the GFI Fall Series at Perris Raceway.

Due to a large number of 125cc Novice entries, the class would be split into two divisions. The top finishers would transfer to division one in the second moto for their final run-off.

The stage was set as the top finishers from both divisions came together for a final run-off to determine the overall and to decide who would win the massive amounts of manufacturer's contingencies and products from over 40 various sponsors.

When the gate dropped, it was Cindy Cole with a perfect holeshot and Brian Rodriquez, Jason Wood, Tim Beatty and Guy Griffin in hot pursuit. By the start of the second lap, Rodriquez took over the lead.

Cole seemed to be a target, as Wood also took a poke at her. But his block pass attempt resulted in disaster, for he missed her and flew off the track and out of contention.

"She (Cole) likes using the outside lines, so I figured I would set her up by cutting inside then drifting wide," Beatty said.

About the same time, Beatty joined the battle by closing to the back fender of Cole. Beatty cut inside and drifted wide, making a clean pass for second, then set after the leader Rodriquez. Beatty pulled in behind Rodriquez and the battle began as the two riders duked it out right up until the white-flag lap. With half a lap to go, Beatty saw his opportunity.

"He was cutting over on me a lot, so I decided I would trick him by going outside then stopping and diving under him," Beatty said.

The plan worked. Beatty got a good dive and jumped past Rodriquez to take the lead. Rodriquez tried to come back, but he couldn't catch the fleeing Beatty, who went on to the moto, and overall, win. Cole lost several spots after falling in a rutted turn near the end of the race, but she still salvaged fifth behind Beatty, Griffin, Deever and Rodriquez.

Results

50 F/T: 1. Patrick Walsh (Yam); 2. Michelle Matthews (Yam).

50 BEG: 1. Joey Rosea (Yam); 2. Derrick Bowman (Yam); 3. Hollis Lusk (Itj); 4. Bryan McClaran (Yam); 5. Jacob Poole (Yam).

50 STK NOV: 1. Mike Alessi (Yam); 2. Aron Tomato (Yam).

S/STK NOV: 1. Michael Danko (Yam); 2. Mike Alessi (Yam); 3. Tommy Cochran (Yam); 4. Justin Wilson (Yam); 5. Mark Atkins (Yam).

S/STK EX: 1. Cale Wallace (Yam); 2. Daniel Taft (Yam); 3. Justin Lavoie (Yam); 4. Chad Munn (Yam); 5. Ricky Oliver (Yam).

50 MOD NOV: 1. Mike Alessi (Yam); 2. Tommy Cochran (Yam); 3. Michael Danko (Yam); 4. Mark Atkins (Yam); 5. Justin Wilson (Yam).

MOD EX: 1. Bryan Matthews (Yam); 2. Chad Munn (Yam); 3. Charlie Jenkins (Yam); 4. Daniel Taft (Yam); 5. Ricky Oliver (Yam).

60 BEG: 1. David Sullins (Kaw); 2. Daniel Taft (Kaw); 3. Katie Thomason (Kaw); 4. Brock Bolling (Kaw); 5. Nicholas Wells (Kaw).

60 NOV: 1. Ross Garcia; 2. Dylan Lord (Kaw); 3. Austin Jones (Kaw); 4. Chris Rogers (Kaw); 5. Cale Wallace (Kaw).

80 F/T: 1. David Sullins (Yam); 2. Kane Thompson (Yam).

80 BEG: 1. Brandon Dahlgren (Yam); 2. Steven Wisdom (Kaw); 3. Josh Borges (Kaw); 4. David McFarland (Hon); 5. Dustin Ryley (Yam).

80 NOV: 1. Oscar Valdez (Yam); 2. Dusty Walters (Yam); 3. Sean Hamblin (Yam).

80 INT: 1. Jiri Dostal (Suz); 2. Billy Payne (Kaw); 3. Bryan McGavran (Yam); 4. Danny Carlson (Kaw).

125 BEG: 1. Mark Tilley (Suz); 2. Kerry Vantienen (Yam); 3. Justin Turner (Yam); 4. Eddie Nichols (Hon); 5. Mike Todd (Yam).

125 NOV D-1: 1. Tim Beatty (Yam); 2. Brian Rodriquez (Yam); 3. Jimmy Deever (Hon); 4. Guy Griffin (Yam); 5. Cynthia Cole (Suz).

125 NOV D-2: 1. Richie Holt (Kaw); 2. Andy Kyler (Hon); 3. Scott Lockwood (Suz); 4. Joe Minor (Suz); 5. Ryan Orr (Kaw).

125 INT: 1. Gabe Bolivar (Yam); 2. Eric Schnell (Suz); 3. Eric Wright (Suz); 4. Dean Van Riper (Kaw); 5. Bobby Navarro (Hon).

125 PRO: 1. Mike Chamberlain (Yam); 2. Derek Natvig (Kaw); 3. Erick Hilton (Yam); 4. Tommy Crowers (Yam); 5. Larry Linkogle (Hon).

250 BEG: 1. Bryan Lamborn (Yam); 2. Carlos Campillo (Yam); 3. Mike Moher (Hon); 4. Dominic Gaytan (Yam); Craig Williams (Hon).

250 NOV: 1. Travis Louther (Yam); 2. Ron Gilbert (Yam); 3. Max Nelosn (Yam); 4. Eric Martin (Yam); 5. Jimmie Deever (Hon).

250 INT: 1. Gabe Bolivar (Yam); 2. Joe Ryan (Suz); 3. Chip Rotan (Kaw); 4. Scott Mumford (Kaw); 5. Travis Roberson (Hon).

250 PRO: 1. Mike Chamberlain (Kaw); 2. Erick Hilton (Yam); 3. Craig Canoy (Kaw); 4. Larry Linkogle (Hon); 5. Damon Kemp (Suz).

500 BEG: 1. John Rohner (Hon); 2. Ryan Grooman (Kaw).

500 NOV: 1. Alan Kadlec (Hon); 2. Brad Sloan (Hon); 3. Jon Nixon (Kaw).

500 INT: 1. Joe Fernandez (Kaw).

25+ BEG: 1. Shane Leyden (Suz); 2. Don Deaton (Yam); 3. Mike Graham (Yam); 4. Tonny Edeson (Yam); 5. Rob Morel (Yam).

25+ NOV: 1. Eric Martin (Yam); 2. Giovanni Spinalli (Yam); 3. Eric Beingesser (Yam); 4. Gary Noble (Yam); 5. Jay Pavlovec (Yam).

30+ NOV D-1: 1. Bobby Doty (Yam); 2. Stan Galvez (Yam); 3. Scott Highland (Suz); 4. Mark Davenport (Yam); 5. Michael Carr (Hon).

30+ Nov D-2: 1. Jon Nixon (Kaw); 2. Wayne Edmondson (Yam).

30+ INT: 1. Joe Bond (Kaw); 2. Mark Stroup (Yam); 3. Dave Ivory (Hon); 4. Jim Henn (Kaw); 5. Terry Varner (Yam).

30+ MSTR: 1. Rod Richardson (Yam); 2. Scott Wilkinson (Hon); 3. Larry Baker (Yam); 4. Ron Sharp (Yam); 5. Steve Piattoni (Suz).

35+ NOV: 1. Joseph Spinalli (Kaw); 2. Bill Melansob (Suz); 3. Steve Fortune (Yam); 4. John Old (Kaw); 5. Skid Rowe (Hon).

35+ INT: 1. Rod Richardson (Yam); 2. Robert Sheldon (Yam); 3. Tibor Papp (Hon); 4. Mark Stroup (Yam).

40+ AM: 1. Rich Hansen (Hon); Wayne Caroy (Hon).

40+ MSTR: 1. Gary Doffett; 2. Carl Gazafy (Hon).

WMN: 1. Erin Donnelley (Suz); 2. Stacy Bremner (Yam).

Sulek sizzles to Edwards Motocross win

By Greg Robertson

EDWARDS A.F.B., CA, NOV. 21

Tony Sulek and Jimmy Lavorci split 125cc Pro moto wins, with Sulek holding off Lavorci in an exciting second moto to claim the overall win, at California Racing Club's fall trek to the fast sand track at Edwards Air Force Base.

Sulek timed the new backwards falling starting gate perfectly to lead Lavorci through the first turn in moto one. Lavorci studied Sulek's lines for a short while before shooting into the lead. Sulek wasn't about to let Lavorci get away and stayed close until the third lap when Lavorci ran off the track.

"He (Lavorci) came back on the track real squirrely and jumped across the track when I was coming off a jump and clipped my front wheel, and I ended up on my head," Sulek said. "Nothing happened to my bike, but I pretty much tore his new bike apart."

Lavorci went on to take the win with Sulek a distant second.

Sulek knew what he had to do and grabbed the second-moto holeshot. Lavorci was fifth, running amongst the Intermediates who had gated with the Pros. Lavorci crashed in a turn, dropping to last place. Out front, Sulek had built a 10-second lead by the second lap. Lavorci rode like a man possessed, slicing through the entire Intermediate class by the midway point. With the race winding down, Lavorci could see Sulek out front and kept the throttle pinned to quickly close the gap. Sulek took the white flag with a quickly shrinking, three-second advantage. Within a few turns Lavorci was hounding Sulek, looking for a way around. Time was running out for Lavorci as he nailed the throttle off a jump, flying well over Sulek's head. Lavorci landed hard with his bike wide open, pulling next to Sulek down the following straight. Sulek had the better line through the next turn to hold him off with the checkered flag in sight.

"At about halfway I got some bad arm pump. I tried to push it as hard as I could early in the race because I knew he was going to catch me." said the FMF/Renthal/Uni Filter/ Antelope Valley Kawasaki/Yamaha-sponsored Sulek. I just stayed low and smooth and let him jump as far as he wanted. He wasn't gonna' get past me." CN

Results

P/W B-2: 1. Dillon Hume (Yam); 2. Richard Enbanks (Yam); 3. Terminator Garcia (Yam); 4. Ricky Hemme (Yam); 5. Ryan Roybal (Yam).

P/W B-1: 1. Vincent Rhoads (Yam); 2. Eric Hunter (Yam); 3. Troy Tittlemier (Suz); 4. Travis Barden (Yam).

P/W A: 1. Ricky West (Yam); 2. Anthony Barbacovi (Yam); 3. Kyle Barden (Yam); 4. Blake Mitchell (Yam); 5. Nathan Pamintuan (Yam).

60 (0-8): 1. Scott Howe (Kaw); 2. Daryl Ecklund (Kaw); 3. Shane Smith (Kaw); 4. Blake Mitchell (Kaw); 5. Johnathan Newman (Kaw).

60 (9-11): 1. Johner Faulkner (PAX); 2. Bobby Langin Jr. (Kaw); 3. Gerard Patin (Kaw); 4. Joe Neitzel (Kaw); 5. Corey Burnham (Kaw).

80 (9-11): 1. Scott Howe (Suz); 2. Daryl Ecklund (Suz); 3. Donnie Durrer (Yam); 4. J.R. Terry (Kaw); 5. Shane Mitchell (Kaw).

MINI BEG: 1. Shane Bess (Suz); 2. Ryan Orr (Yam); 3. George La Monte (Suz); 4. Joe Mendoza (Kaw); 5. Jay Schreffler (Yam).

MINI NOV: 1. Levi Reid (Yam); 2. Greg Andrew (Yam); 3. Jason Dubin (Suz); 4. Andrew Labrador (Suz); 5. Shawn Mitchell (Kaw).

MINI INT: 1. Chris Neitzel (Kaw).

125 BEG: 1. Danny Montoya (Suz); 2. Brian Farrell (Suz); 3. Dennis Woodard (Suz); 4. Cory Gibbons (Yam); 5. Brian Miller (Suz).

125 NOV: 1. Shawn O'Brien (Suz); 2. Terrance Malan (Suz); 3. Ken Reed (Kaw); 4. Clint Shepard (Suz); 5. Dean Ostrander (Suz).

125 INT: 1. Tracy Asher (Suz); 2. Loren Jenkins (Hon); 3. Pat Foster (Suz); 4. Mike Crosby (Kaw); 5. Raymond Bowers (Hon).

125 PRO: 1. Tony Sulek (Kaw); 2. Jimmy Lavorci (Kaw).

250 BEG: 1. Brett Fox (Hon); 2. Cameron Craun (Kaw); 3. Wayne Zahrt (Yam); 4. Dave Pryzgoda (Yam); 5. D.G. Carey (Yam).

250 NOV: 1. Shawn O'Brien (Suz); 2. Peter Collins (Hon); 3. David Martinez (Kaw); 4. Bobby Hall (Suz); 5. Chuck Kober (Suz).

250 INT: 1. Erik Lindstrom (Hon); 2. Robbie Dunham (Yam); 3. Tracy Asher (Suz).

250 PRO: 1. Bill Sauro (Hon); 2. Jimmy Lavorci (Kaw); 3. Rob Drew (Hon); 4. Ken Neitzel (Kaw); 5. Roy Bremenour (Yam).

500 BEG: 1. Jack Hermosillo (Yam); 2. Ken Busse (Hon); 3. Steve Evans (Hon).

500 NOV: 1. Danny Stymacher (Hon); 2. Scott Curtis (Hon); 3. Patrick Wade (Kaw); 4. John Tookey (Hon).

500 PRO: 1. Will Dickson (Kaw).

JR VET BEG: 1. Kip Temple (Hon); 2. Don Demyan (Suz); 3. Kenard Lipsomb (Suz) 4. Lee Saul (Cag); 5. Joe Mc Daniels (Kaw).

JR VET NOV: 1. David Barlow (Kaw); 2. Brian Snyder (Yam); 3. Joey Ozarek (Suz); 4. Scott Hack (Yam); 5. Jim Crum (Yam).

JR VET INT: 1. Darren Elliott (Hon); 2. Todd Broussard (Suz); 3. John Keefer (Yam); 4. Malcolm Solley (Hon); 5. Jeff Hall (Suz).

JR VET EX: 1. Jon Zahrt (Yam); 2. Jeff Barbacovi (Yam); 3. Gary Sailors (Suz).

VET BEG: 1. Ed Tripp (Hon); 2. Gary Yearsley (Yam); 3. Tom Larcy (Yam); 4. D.G. Carey (Yam); 5. Doug Carey (Yam).

VET NOV: 1. Dale Tittlemier (Kaw); 2. Scott Forward (Kaw); 3. Steve Schrobsdorf (Yam); 4. Alon Sahar (Yam); 5. Steve Williams (KTM).

VET INT: 1. John Langhammer (Kaw); 2. Rodney Morrison (Suz); 3. Scott Curtis (Hon); 4. Bob Bang (Kaw); 5. Leo Saul (Suz).

VET EX: 1. Ken Neitzel (Kaw); 2. T. Webb (KTM); 3. Randy Tittlemier (Suz).

SR EX: 1. Ken Renaux (Hon); 2. Chris Slick (Hon); 3. Bob Dunham (Yam).

OT NOV: 1. Neal Eatherly 2. Larry Kirsch (Hon); 3. Frank Derby; 4. Bill Weltman.

OT AM: 1. Hank Owen; 2. Fred Kalmick (Kaw); 3. Charles Watanabe; 4. Asker Larnkjaer (Suz); 5. Steve Popjoy.

OT EX: 1. W.G. Wilson (Suz); 2. Mike Chesbro (Hon); 3. Doug Rodrigues (Kaw); 4. Randy Wessels (Hon); 5. Ken Beach (Hon).

OT MSTR: 1. Tommy Pearl (Hon); 2. Lee Johnson (Yam); 3. Jack Kell (Hon); 4. Gary Willison (Kaw); 5. David Rogers (Hon).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/27/94	Eastern Creek, Australia
4/10	Shah Alam, Malaysia
4/24	Suzuka City, Japan
5/8	Jerez, Spain
5/22	Salzburg, Austria
6/12	Hockenheim, Germany
6/25	Assen, Holland
7/10	Mugello, Italy
7/17	Magny-Cours, France
7/24	Donington, England
8/21	Brno, Czechoslovakia
9/11	Monterey, California
9/25	Buenos Aires, Argentina
10/2	Rio de Janeiro, Brazil
10/16	Catalunya, Spain

World C'ship Superbike Road Race Series

5/1/94	Donington Park, England
5/8	Monza, Italy
5/22	Albacete, Spain
5/29	Estoril, Portugal
6/12	Misano, San Marino
6/19	Hockenheim, Germany
7/17	Osterreichring, Austria
8/7	Anderstorp, Sweden
8/21	Johor, Malaysia
8/28	Sugo, Japan
9/11	Assen, Holland
9/18	Spa-Franchorchamps, Belgium
10/16	Mexico City, Mexico
10/23	Buenos Aires, Argentina

World C'ship 125cc MX Series

4/10/94	Chaulieu, France
4/24	Guaruja, Brazil
5/1	Cosquin, Argentina
5/15	Bellpuig, Spain
6/5	Hagabanene, Sweden
6/19	Kaposvar, Hungary
7/3	Marijump, Australia
7/17	Borgo Mag, San Marino
7/31	Goldbach, Germany
8/7	Foxhill, England
8/28	Borgloon, Belgium

World C'ship 250cc MX Series

3/20/94	Jerez, Spain
3/27	Valkenswaard, Holland
5/1	Schwanenstadt, Austria
5/8	Ernee, France
5/15	Gdynia, Poland
6/12	Lommel, Belgium
6/19	Foxhill, England
6/26	Holice, Czechoslovakia
7/10	Uddevalla, Sweden
7/17	Heinola, Finland
7/31	Budds Creek, United States
8/7	Maracay, Venezuela
8/21	Suzuka City, Japan
9/4	Gaildorf, Germany

World C'ship 500cc MX Series

4/10/94	Payerne, Switzerland
4/24	Sittendorf, Austria
5/8	Hawkstone Park, England
5/15	Kilinchy, Ireland
6/5	Sverepec, Finland
6/19	Mill, Holland
6/26	Blangies, France
7/3	Agueda, Portugal
7/17	Fokendange, Luxembourg
8/7	Namur, Belgium
8/21	Holzgerlingen, Germany

Motocross des Nations

9/11/94	Roggenburg, Switzerland

AMA Grand Nat'l C'ship Series

3/12/94	Daytona, FL
4/23	Sacramento, CA
5/1	San Jose, CA
5/7	*Bakersfield, CA
5/14	Pomona, CA
5/29	DuQuoin, IL
6/4	Mineralwells, WV
6/18	Dallas, TX
6/25	Lima, OH
7/2	*Harrisburg, PA
7/9	Lake Odessa, MI
7/16	Hagerstown, MD
7/23	*Sedalia, MO
7/30	Oklahoma City, OK
8/7	Peoria, IL
8/10	Rapid City, SD
8/13	Denver, CO
8/20	Indianapolis, IN
8/27	Mineralwells, WV
9/4	Springfield, IL
9/10	Castle Rock, WA
9/17	Sacramento, CA
9/25	San Jose, CA
10/1	*Bakersfield, CA
10/8	Pomona, CA
10/16	*Del Mar, CA

*Tentative
Info 614/891-2425

AMA Camel Supercross Series

1/15/94	Orlando, FL
1/22	Houston, TX
1/29	Anaheim, CA
2/5	San Diego, CA
2/12	Tampa, FL
2/26	Atlanta, GA
3/12	Daytona Beach, FL
3/19	Indianapolis, IN
3/26	Charlotte, NC
4/9	Pontiac, MI
4/16	Minneapolis, MN
4/23	Irving, TX
5/7	Seattle, WA
6/4	San Jose, CA
6/11	Las Vegas, NV

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

3/6/94	Gainesville, FL
5/22	Southwick, MA
5/29	Mt. Morris, PA
6/19	Sacramento, CA
7/3	Buchanan, MI
7/10	Budds Creek, MD
7/17	New Berlin, NY
7/31	Troy, OH
8/7	Millville, MN
8/14	Washougal, WA
8/28	Binghamton, NY
9/4	Delmont, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/8-13/94	Daytona Beach, FL
3/25-27	Phoenix, AZ
4/8-10	Pomona, CA
4/22-24	Braselton, GA
5/20-22	Monterey, CA
6/10-12	Elkhart Lake, WI
6/17-19	Loudon, NH
7/15-17	Lexington, OH
7/29-31	Brainerd, MN
8/19-21	Sonoma, CA

AMA/CCS C'ship Cup Series

12/12	SF W. Palm Beach, FL

Info 704/684-4297

AMA Mid-South C'ship Winter Hare Scrambles Series

12/5	Lynnville, IN
1/9/94	Bremen, GA
1/23	Tupelo, MS
2/6	Centerville, TN
2/20	Hohenwald, TN
3/6	Greenville, KY
4/17	Fordsville, KY

Info 615/331-1475

1994 Pro Lite AMA National Arenacross Series

12/3-5	Rockford,IL
1/7-9	Ft Worth, TX
1/7-9	San Francisco, CA
1/14-16	Guthrie, OK
1/21-23	Topeka, KS
2/4-6	Lincoln, NE
2/11-13	Indianapolis, IN
2/18-20	Cincinnati, OH
2/25-27	Denver, CO

SRAC State C'ship Series

3/6/94	Colorado Springs, CO
3/13	Pueblo, CO
3/20	Erie, CO
4/10	Colorado Springs,CO
4/17	Pueblo, CO
4/24	Cheyenne, WY
5/1	Colorado Springs, CO
5/14	Greeley, CO
5/21	Grand Junction, CO
6/12	Erie, CO
6/19	Cheyenne, WY
6/26	Colorado Springs, CO
7/10	Aurora, CO
7/17	Pueblo, CO
7/24	Cheyenne, WY
7/30	Erie, CO
8/6	Grand Junction, CO
8/14	Erie, CO
8/20	Erie,CO
8/27	Brighton, CO
9/10	Greeley, CO
9/18	Pueblo, CO
9/25	Colorado Springs, CO
10/2	Colorado Springs, CO

Nevada Rally

8/13-20/94	Las Vegas, NV

Info 619/562-1440

NETRA C'ship Turkey Run Series

12/12	Plympton, MA

Info 203/875-5757

NESC C'ship Motocross Series

3/27/94	Middleboro, MA
4/3	Southwick, MA
4/10	Middleboro, MA
4/17	Middleboro, MA
4/24	Southwick, MA
5/1	Middleboro, MA
5/8	Central Village, CT
5/15	Southwick, MA
5/29	Lewiston, ME
5/30	Lewiston, ME
6/5	Middleboro, MA
6/12	Southwick, MA
6/19	Central Village, CT
6/26	Southwick, MA
7/3	Lewiston, ME
7/4	Lewiston, ME
7/17	Southwick, MA
7/24	Middleboro, MA
7/31	Southwick, MA
8/7	Middleboro, MA
8/13	Lewiston, ME
8/14	Lewiston, ME
8/21	Central Village, CT
8/28	Southwick, MA
9/4	Lewiston, ME
9/5	Lewiston, ME
9/11	Southwick, MA
9/18	Middleboro, MA
9/24	Lewiston, ME
9/25	Lewiston, ME
10/2	Central VIllage, CT
10/9	Southwick, MA
10/16	Middleboro, MA
10/23	Southwick, MA
10/30	Middleboro, MA
11/6	Middleboro, MA

Info 413/772-0685

FTR C'ship Enduro Series

1/16/94	Charleston, SC
3/13	Ocala, FL
5/1	Olustee, FL
5/29	Richloam, FL
6/12	Daytona, FL

Info 407/264-0559

FTR C'ship Hare Scrambles Series

12/4-5	Lake Wales, FL
1/8-9/94	Ocala, FL
1/29-30	Bradenton, FL
2/5-6	Ft. Myers, FL
3/5-6	TBA, FL
3/19-20	Orlando, FL
4/9-10	Ocala, FL
5/14-15	Titusville, FL

Info 407/264-0559

SETRA C'ship Enduro Series

1/16/94	Charleston, SC
1/30	Wedgefield, SC
3/6	Pelion, SC
3/13	Palatka, FL
3/27	Lenoir, NC
5/1	Olustee, FL
5/22	Maxeys, GA
5/29	Richloam, FL

Info 205/872-4286

SETRA C'ship Hare Scramble Series

12/5	Dallas, GA
12/12	Cochran, GA
1/9/94	Maxeys, GA
2/6	Willington, SC
2/20	Holly Hill, SC
4/3	Piney Woods, GA
4/17	Dallas, GA
4/30	Charlotte, NC
5/15	Maxeys, GA

Info 706/468-1328

LaPlaya MX GP Series

12/5	Rosarito, B.C., MEX
2/27/94	Rosarito, B.C., MEX
5/22	Rosarito, B.C., MEX
8/14	Rosarito, B.C., MEX
10/2	Rosarito, B.C., MEX
12/4	Rosarito, B.C., MEX

Info (001-52-661) 22525

ADRA Int'l Desert Racing Series

12/4	Sonoyta, MEX

Info 602/252-1900

CMRRA YSR Road Race Series

12/11-12	Perris, CA

Info 909/674-2007

CMRRA 50cc-125cc C'ship Road Race Series

2/6/94	Lake Perris, CA
3/6	Palomar, CA
4/3	Lake Perris, CA
5/14-15	Phoenix, AZ

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PENSKE RACING SHOCKS

COLLECTORS
Check out the new Collectors section of the Want Ads.

GLEN HELEN

Sun., Dec. 5	Double Cross GP
Sun., Dec. 12	SRA GP
Sun., Dec. 19	GHR Championship MX Series Finals
Sun., Dec. 26	FREE Open MX Practice
Sun., Jan. 2	Open MX Practice
Sun., Jan. 9	Double Cross GP
Sun., Jan. 16	Glen Helen Contingency Motocross

Track Watered and Prepped for Open Practice

Thurs.	Open MX Practice Two Tracks 8 a.m. to Dusk GP Track Re-Prepped From 12pm-1pm
Sat.	Open MX Practice Two Tracks GP Track - 8:00 a.m. to 12:00 p.m. MX Track - 8:00 a.m. to 5:00 p.m.
Sun.	Open MX Practice 8:00 a.m. to 5:00 p.m. on MX Track

RACE HOTLINE:
(909) 880-1733

WHAT'S HAPPENING
December 19
GHR Championship MX Series Finals
Over $40,000 in season passes to qualified riders

District #37 Referee
Jesse Ellico
(818) 303-1177

Or For Race Info Only
(310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Dec. 4&5	Prospectors M.C. Location: California City Info: George (818) 332-1573	Gran Prix
Dec. 12	Dirt Diggers M.C. Location: Red Mountain Info: Jim (310) 679-5094	Hare Scrambles

Dual Sport Schedule
Info (818) 249-2141

Date	Club	Event
Nov. 26&27	D-37 LA-Barstow-Vegas Start: Colton, CA Info: Joe/Stacey (310) 826-7656	Dual Sport
Dec. 26	Yuletide Ride Sponsored by TNT Start: KTM of Mojave Info: Bob (818) 362-9709	Dual Sport

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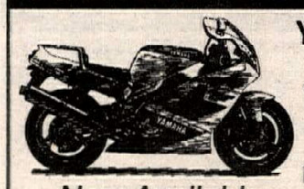

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Sat., Nov. 27	Rnd. 10 - Hi-Point	Hollister Hills S.R.V.A.
Sat., Dec. 4	Rnd. 11- Hi-Point	Hollister Hills S.R.V.A.
Sun., Dec. 12	Rnd. 12 - Hi-Point	Metcalf
Sun., Dec. 19		Hollister Hills S.V.R.A.

MOTOCROSS RACING AT ITS FINEST

1994 CRC Membership Available

TROPHY SERIES	WHEN & WHERE	
December 5	LACR	MX
December 12	LACR	GP
December 19	LACR	MX

5 Foot
1st Place Series Trophy
4 Foot
2nd Place Series Trophy
3 Foot
3rd Place Series Trophy
(All Classes With 5 or More Riders Qualify)
Trophy Series Special

Win a 1994 Kawasaki Ride From Thousand Oaks Yamaha Kawasaki Racing
To The Following Classes:
Pee Wee • B1-B2 Nov.* • 80cc**
250-Beg., Nov.*** • 125-Beg., Nov.***
Jr., Vet.-Beg., Nov., Int., Exp***
Win a 1994 Kawasaki Ride, Get A Bike at cost Plus Parts at 30% Off Retail For The Entire Year Of 1994.
* Yamaha Ride ** Yamaha or Kawasaki Ride
***Kawasaki Ride
Big Bikes Have Option of KTM Ride.

GP Schedule

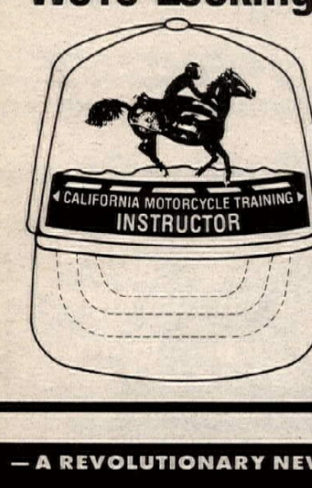
7:00 a.m.	Gates Open/Sign Up
8:00 a.m.	Parade Lap
8:30 a.m.	All 60cc-80cc
9:30 a.m.	Decade/vintage Jr. Vets (+25)
10:30 a.m.	CRC Vets (+30, +40)
11:30	Parade Lap
12:00 noon	All Nov., Int., Pro.
1:00 p.m.	All Beg.
2:00 p.m.	Team Race

Win a 1994 Honda Ride From Simi Valley Honda
To The Following Classes:
80 - Beg., Nov., Int., Exp.
125 - Beg., Nov., Int., Exp.
250 - Beg., Nov., Int., Exp.
Vet. - Beg., Nov., Int., Exp.
Win a 1994 Honda Ride, Get A Bike at cost Plus Parts at 30% Off Retail For The Entire Year Of 1994.

Entry Fees
Mail $25.00 Post $30.00

1 CRC
Mail Entry To:
California Racing Club
37045 Ran Dr.,
Palmdale, CA 93550
CRC Info
(805) 272-8889

We're Looking for a Few Good Men and Women to Fill this Hat.



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Drinking and riding can lead to a loss of license, a conviction, or even worse. That's if you're lucky. The fact is, 50% of motorcycle fatalities involve riders who have been drinking. So if you have been drinking, get a ride with a friend. It's the best call you can make. **MOTORCYCLE SAFETY FOUNDATION**

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Moreno Valley California
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OPEN PRACTICE TUESDAYS
9:00 a.m. - 2 p.m. & 4:00 p.m. - 10 p.m.
OPEN PRACTICE SATURDAYS
9:00 a.m. - 1 p.m. - The Track is groomed and watered
NEW Video Arcade, Concession Stand, Pay Phone MORE New Lights On Main Track!
All New Pee Wee Track, Double Size - Start Gate, GrandStands - Restrooms
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CRC **California Race Schedule**

100% PRO PAYBACKS/200% PRO PAYBACK FRIDAYS

Sun., Dec. 5	MX	L.A.C.R.
Sun., Dec. 12	GP "Merry Christmas"	L.A.C.R.
Sun., Dec. 19	MX	L.A.C.R.
Sun., Dec. 26	No Race	

3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

CALENDAR

6/5	Palomar, CA
7/2-3	Lake Perris, CA
8/7	Lake Perris, CA
9/2-4	Reno, NV
10/8-9	Phoenix, AZ
11/6	Palomar, CA
12/3-4	Lake Perris, CA

Info 909/674-2007

AMA Amateur Supercross Series

1/22/94	Houston, TX
2/12	Tampa, FL
2/26	Atlanta, GA
3/20	Indianapolis, IN
3/26	Charlotte, NC
4/16	Minneapolis, MN
4/24	Dallas, TX
6/5	San Jose, CA

AMA Florida Winter Series

1/1-2/94	Gainesville, FL
1/8-9	Ocala, FL
1/22-23	Dade City, FL
1/29-30	Gainesville, FL

GFI Racing North Winter Motocross Series

1/2/94	Brentwood, CA
1/9	Hollister, CA
1/16	Sacramento, CA
1/23	TBA, Rain date
1/30	Brentwood, CA
2/6	Oakdale, CA
2/13	TBA, Rain date
2/20	Hollister, CA

Info: 209/673-8080

WSMC Road Race Series

12/18-19	Rosamond, CA
1/15-16/94	Rosamond, CA
2/19-20	Rosamond, CA
3/19-20	Rosamond, CA
4/16-17	Rosamond, CA
5/14-15	Rosamond, CA
6/18-19	Rosamond, CA
7/16-17	Rosamond, CA
8/20-21	Rosamond, CA
9/17-18	Rosamond, CA
10/15-16	Rosamond, CA
11/19-20	Rosamond, CA
12/17-18	Rosamond, CA

Info 805/256-1234

WSDRA Dirt Track Series

1/9/94	Rosamond, CA
1/23	Rosamond, CA
2/6	Rosamond, CA
2/2	Rosamond, CA
3/5	Rosamond, CA
3/19	Rosamond, CA
4/2	Rosamond, CA
4/16	Rosamond, CA
4/29	Rosamond, CA
5/16	Rosamond, CA
5/21-22	Rosamond, CA
6/4	Rosamond, CA
6/18	Rosamond, CA
7/9	Rosamond, CA
7/23	Rosamond, CA
8/6	Rosamond, CA
8/27	Rosamond, CA
9/10-11	Rosamond, CA
9/30	Rosamond, CA
10/14	Rosamond, CA
10/29	Rosamond, CA
11/12	Rosamond, CA
11/26	Rosamond, CA
12/10	Rosamond, CA

Old Timers MX Assn MX Nationals

4/2-3	TBA, CA
4/16-17	Boise, ID
4/30-5/1	Marysville, CA
4/28-29	TBA, WA
6/4-5	Edmonton, AL., Can.
6/18-19	Mammoth Lakes, CA
7/2-3	Duncan, B.C., Can.
7/16-17	TBA, WY
7/30-31	TBA, OR
9/3-4	Fernley, NV

Info 714/633-9503

NOVEMBER

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DECEMBER

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• Denotes Pro Payback

Fri, Dec 3

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO INDOOR MOTOCROSS
Action Sports Promotions, Inc/AMA, Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-6686.

Dec 3-5

ILLINOIS ARENACROSS
• Mike Kidd Promotions, Inc. AMA Nat'l Arenacross Series. MetroCentre, Rockford. Info: 817/834-2298.

Sat, Dec 4

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MINI MOTOCROSS
CMMC, Barona Raceway, Ramona. Info: 619/561-9016.
CALIFORNIA MOTOCROSS
Racing Ente... CANCELED ...sbad Ra... ...bad. Info: 619/484-...
CALIFORNIA MOTOCROSS
• GFI. Oatfield MX Park, Turlock. Info: 667-7109.
CALIFORNIA SHORT TRACK
Southern California Flat Track Assoc. Glen Helen Speedway, San Bernardino. Info: 714/956-0556.
CALIFORNIA SPEEDWAY KARTS
Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA SPEEDWAY
International Fall Classic. O.C. Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA SHORT TRACK
Southern California Flat Track, Glen Helen Raceway, San Bernardino. Info: 714/956-0556.
CALIFORNIA MOTOCROSS
Motowest Racing, Round #11 Hi-point Series, Hollister Hills MX Park, Hollister. Info: 408/238-8208 or 637-2073.
FLORIDA MINI MOTOCROSS
ProSports USA Round 5. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
MEXICO HARE & HOUND
American Desert Racing Assoc. 17th Annual Sonoyta to Rocky Point., Sonoyta, Rocky Point. Info: 602/997-1633.
MINNESOTA INDOOR MOTO CROSS
USA Motosports/GR Promotions, Minneapolis Metrodome,Minneapolis. Info 612/882-1020.
NEW YORK BANQUET
AMA N.Y. State Hare Scramble Awards Banquet. Dillons Restaurant, Marietta. Info: 716/335-6456 or 895-7654.
OHIO INDOOR MOTOCROSS
Action Sports Promotions, Inc/AMA, Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-6686.

Dec 4-5

CALIFORNIA GRAND PRIX
• AMA/D-37, Prospector's M/C. 2nd Annual California City Grand Prix, California City. Info: 818/332-1573.
CALIFORNIA MINI ROAD RACE
AMRRA 50cc Mini Road Race. Adams Kart Track, Riverside. Info: 310/516-8666.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Lake Wales. Info: 407/264-0559.
PENNSYLVANIA SWAP MEET
Scooter Luke Events third annual Christmas Swap-a-rama. Pittsburgh Expo Mart, Pittsburgh. Info: 216/967-1152.

Sun, Dec 5

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARIZONA MOTOCROSS
• GFI Arizona. Mountain View Raceway, Tucson. Info: 602/437-5767.
CALIFORNIA GRAND PRIX
Double Cross. Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA OFF-ROAD
SDCSCI/FRT/Team Difficult Cycle Parts West Notorious Dawg 3-hour team race benefit for Battered women and children. Lake Superstition North, El Centro. Info: 619/427-5759.
CALIFORNIA MOTOCROSS
CMC, Barona Raceway, Ramona. Info: 619/561-9016.
CALIFORNIA MOTOCROSS
• GFI. Oatfield MX Park, Turlock. Info: 667-7109.
CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood. Info: 209/524-7103.
CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA GRAND PRIX
Two hour enduro-thon series, San Jose Speedway, Monterey. Info: 408/224-4412 or 295-6906.
CALIFORNIA DIRT TRACK
WSDRA, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SPEEDWAY
WSDRA, 1/10 mile support speedway, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA GRAND PRIX
Racing Enterprises Christmas G.P., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
FLORIDA MOTOCROSS
West Fla. Motocross Park, Milton. Info: 904/994-2884.
GEORGIA MOTOCROSS
Dixie M/C. Hillbilly Hills MX, Roberta. Info: 912/788-0413.
GEORGIA HARE SCRAMBLE
SE&TRA Husky Hills Hare Scramble, Dallas.
KENTUCKY MOTOCROSS
Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.
KENTUCKY OFF ROAD/POKER RUN
Daniel Boone Motocross Park, London. Info: 606/877-1364.
INDIANA HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Lynnville. Info: 615/331-1475.
INDIANA HARE SCRAMBLES
Plymouth Blackhawks MC, Corner of Rd. 8 & 17-so. of Plymouth, Culver. Info: 219/259-0103 or 842-2224.
MEXICO MOTOCROSS
• Too Much Fun Promotions. Cantamar Dunes, Rosarito. Info: (011-52-661) 22525.
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO INDOOR MOTOCROSS
Action Sports Promotions, Inc/AMA, Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-6686.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OKLAHOMA MOTOCROSS
Muskogee. Info: 918/683-0585.
OREGON FLAT TRACK/TT
Craig Farnsworth's Indoor Races, Salem Fairgrounds, Salem. Info: 503/777-2929.
TENNESSEE MOTOCROSS
Dallas Ricker, Winter Motocross Series, Dallas Ricker Racing Complex, Greeneville. Info: 615/234-0772.
TEXAS HARE SCRAMBLE
AMA Texas C'ship Series. Rathmann Ranch, High Grove. Info: 713/666-6483 or 817/346-1132.

Fri, Dec 10

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Dec 10-12

MEXICO DUAL SPORT
Team Dual Dogs/Baja Promotions Trails of San Felipe. Hotel Las Misiones, San Felipe. Info: 818/701-1913.

Sat, Dec 11

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA SPEEDWAY KARTS
Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
OREGON SPEEDWAY
•Dirt Kart Racing Association, Clackamas County Fairgrounds, Canby. Info: 503/666-2342

Dec 11-12

OREGON MOTOCROSS
Curry County Fairgrounds Indoor

MX, Gold Beach. Info: 800/525-2334 or 503/247-4541.
CALIFORNIA MINI ROAD RACE
CMRRA, Lake Perris Raceway, Perris. Info: 909/674-2007.

Sun, Dec 12

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARIZONA MOTOCROSS
• GFI Arizona. Phoenix Raceway Park, Wittmann. Info: 602/437-5767.
CALIFORNIA GRAND PRIX
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
• GFI. Oatfield MX Park, Turlock. Info: 667-7109.
CALIFORNIA GRAND PRIX
SRA. Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA ROUGH SCRAMBLE
AMA/D-36, Chicken Ranch Racing. Argyll Park, Dixon. Info: 916/989-4938.
CALIFORNIA DIRT TRACK
Tulare TT - Modern & Vintage, Tulare Raceway, Tulare. Info: 209/685-0503.
CALIFORNIA HARE SCRAMBLES
Dirt Diggers M.C., Hwy. 395, Spandler Hills, Red Mountain. Info: 909/883-5259.
CALIFORNIA MOTOCROSS
Motowest Racing, Round #12 Hi-Point Series, Metcalf M/C Park, San Jose. Info: 408/223-8168 or 637-2073.
FLORIDA ROAD RACE
• AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
FLORIDA MOTOCROSS
Motocross of Marion County, Regional Championship, Reddick. Info: 904/591-2050 or 591-2377.
FLORIDA MOTOCROSS
• So. Fl. MX Warm-Up Series, Club Motosport MX Park, Clewiston. Info: 407/368-5882.
GEORGIA HARE SCRAMBLE
SE&TRA Santa Claus Hare Scramble, Cochran. Info: 706/468-1328.
GEORGIA MOTOCROSS
Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.
KANSAS HARE SCRAMBLE
K.O.R.R. Championships Sprockets II 1-man. Info: 316/636-5113.
MASSACHUSETTS TURKEY RUN
NETRA. Toys for Tots. Plympton. Info: 203/875-5757.
NEW YORK MUD SCRAMBLE
Square Deal Riders M/C. SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
MISSOURI MOTOCROSS
Midwest Racing Association/Forsyth Ranch, Long Lane. Info: 417/345-5621
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
Warm up Carolina Winter Series, Montrose Motocross, Raeford. Info: 919/875-3805.
OHIO HARE SCRAMBLE
Sunset Ramblers M/C of Galion, Galion. Info: 419/562-6931 or 419/683-3102.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OREGON MOTOCROSS
Motocross Northwest/Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, Evergreen State Fairgrounds, Monroe. Info: 206/854-0769.

Fri, Dec 17

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Sat, Dec 18

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
KENTUCKY INDOOR MOTOCROSS
Action Sports Promotions Inc./AMA, Freedom Hall, Kentucky State Fairgrounds, Louisville. Info: 614/594-6686.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Dec 18-19

CALIFORNIA ROAD RACE
• Willow Springs M/C. Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

Sun, Dec 19

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
CALIFORNIA MOTOCROSS
GFI Warm-up. Sand Hill Ranch, Brentwood. Info: 209/524-7103.
CALIFORNIA MOTOCROSS
GHR C'ship Series. Glen Helen Raceway, San Bernardino. Info: 909/880-3090.
CALIFORNIA MOTOCROSS
CMC Marysville. Riverfront Park, Marysville. Info: 916/695-2727.
FLORIDA MOTOCROSS
ProSports USA Super Challenge. Orlando Motocross Park, Orlando. Info: 407/568-2271.
FLORIDA MINI MOTOCROSS
ProSports USA C'ship Final round. Orlando Motocross Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
KENTUCKY INDOOR MOTOCROSS
Action Sports Promotions Inc./AMA, Freedom Hall, Kentucky State Fairgrounds, Louisville. Info: 614/594-6686.
MISSOURI MOTOCROSS
Midwest Racing Association/Forsyth Ranch, Long Lane. Info: 417/345-5621
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
OKLAHOMA MOTOCROSS
Muskogee. Info: 918/683-0585.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
SOUTH CAROLINA MOTOCROSS
AMA/ Hammer'n Hank Promotions/D-29. 1994 Winter Series opener. Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, Evergreen State Fairgrounds, Monroe. Info: 206/854-0769.

Fri, Dec 24

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Sat, Dec 25

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.

Sun, Dec 26

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
CALIFORNIA DUAL SPORT
Tour N' Trail Promotions. KTM of Mojave, Mojave. Info: 818/362-9709
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

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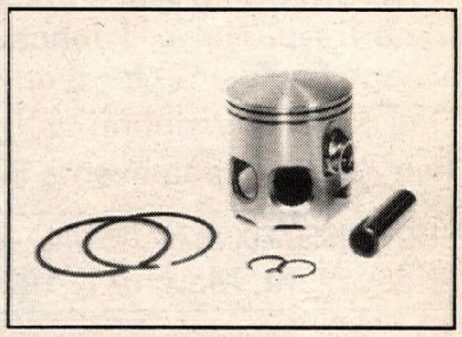

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Australian Motorcycle GP Tour
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GFI RACING (909) 371-3434

Sat., Dec. 4	GFI Super Sat. Morn. MX	Perris
Sun., Dec. 5	1993 GFI Fall Series Rnd. 5 (finale)	Perris
Sat., Dec. 11	GFI Super Sat. Morn. MX	Perris
Sat., Dec. 18	GFI Super Sat. Morn. MX	Perris

A RIDER FOR THE RIDERS

Old Timers MX Association Race Schedule
Sat., Dec. 4 Perris GFI MX
Sun., Dec. 12 Sunrise Cycle Park MX CMC
For Information Call (714) 633-9503

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Friday night, March 11, 1994

AMA GRAND NAT'L C'SHIP Camel Pro SERIES OPENER
Saturday night, March 12, 1994

DAYTONA SUPERCROSS by HONDA
Saturday, March 12, 1994

53rd DAYTONA 200 by Arai Superbike Classic
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No Purchase necessary. Fill out the official entry form (or a 3'x5" facsimile), including your name, address, city, state, zip code and phone number. Entries (one per person) must be received by Cycle News, Inc. by January 10, 1994 Final drawing will be held on January 14, 1994. The odds of winning will be determined by the number of entries received. All entries become the property of Cycle News, Inc. Winner's name will be available after the drawing upon request. Contest is void where prohibited. subject to all local, state and federal regulations. Winner shall be required to sign a statement releasing Cycle News, Inc. and all contest sponsors from any damages or injuries in conjunction with sweepstakes prize. Individual travel vendors may have specific restrictions. Car rental may require minimum age and credit requirement. Car rental includes rental only. Other costs including gas, insurance, options, sales tax not included. Winner shall be solely responsible for any and all damages and/or theft to rented vehicle. Substitute prize(s) or cash consideration shall not be made in the event that the prize winner cannot use any and/or all portions of the prize. In accepting the prize, the winner grants Cycle News, Inc. permission to promote and publicize his or her photograph and the prize won. All employees of Cycle News, Inc., Daytona International Speedway, Camel Pro, Aerostich, Arai Helmets, Travelcraft and their families are not eligible.

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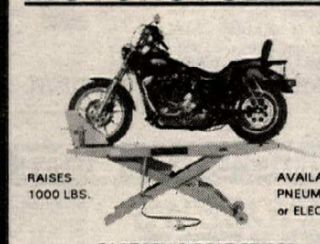

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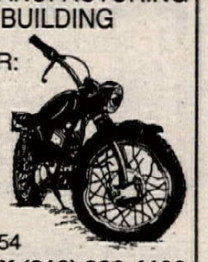

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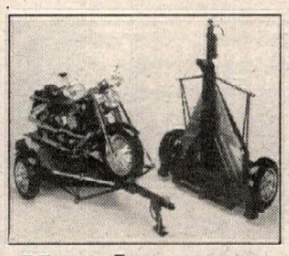

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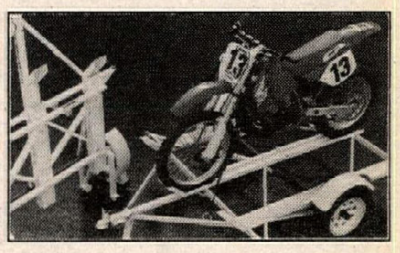

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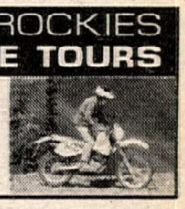

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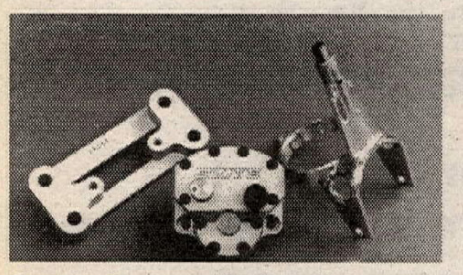

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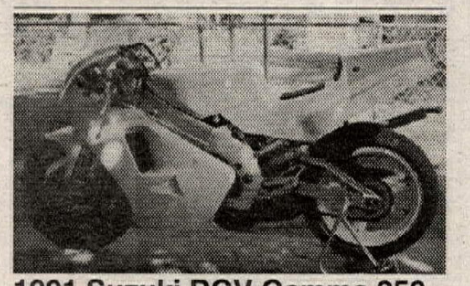

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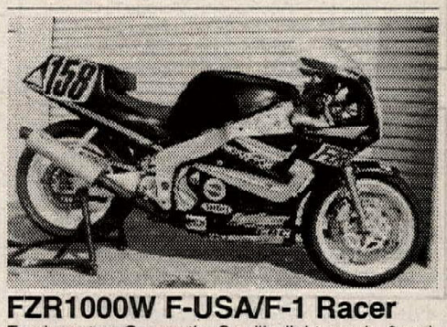

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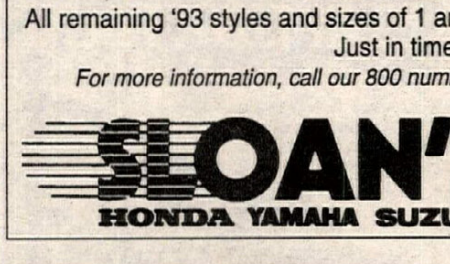

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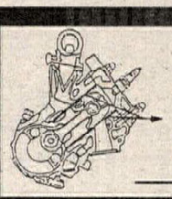

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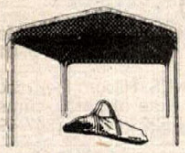

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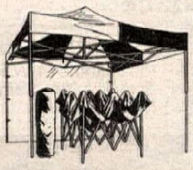

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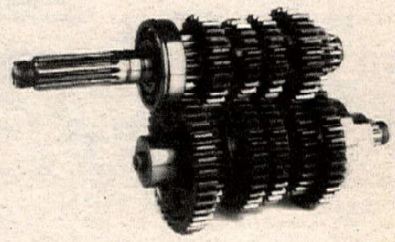

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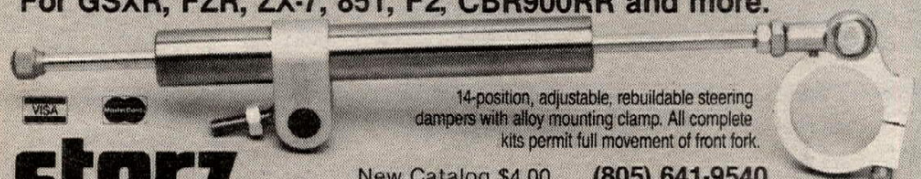

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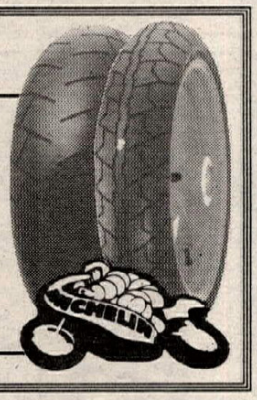

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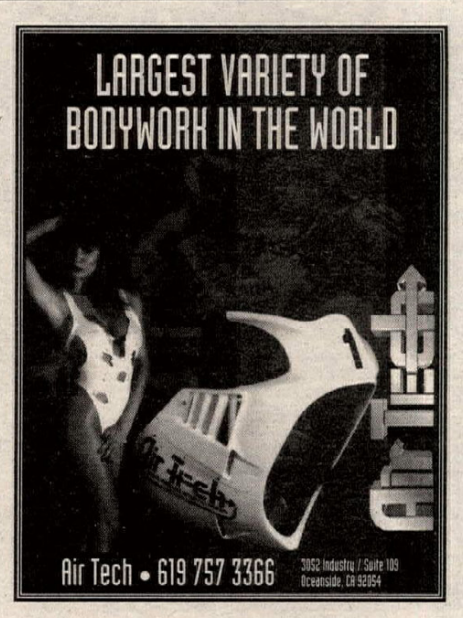

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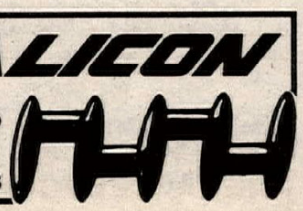

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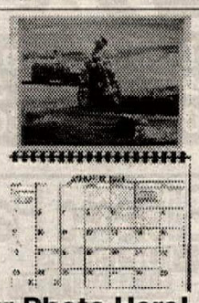

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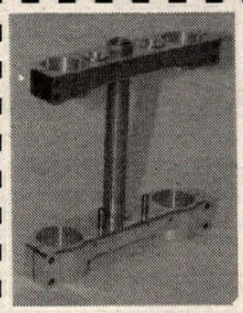

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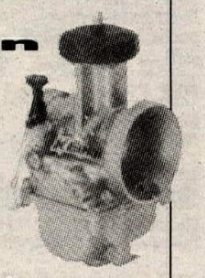

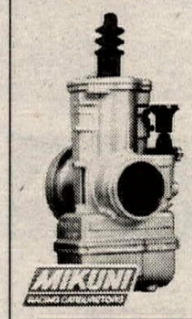

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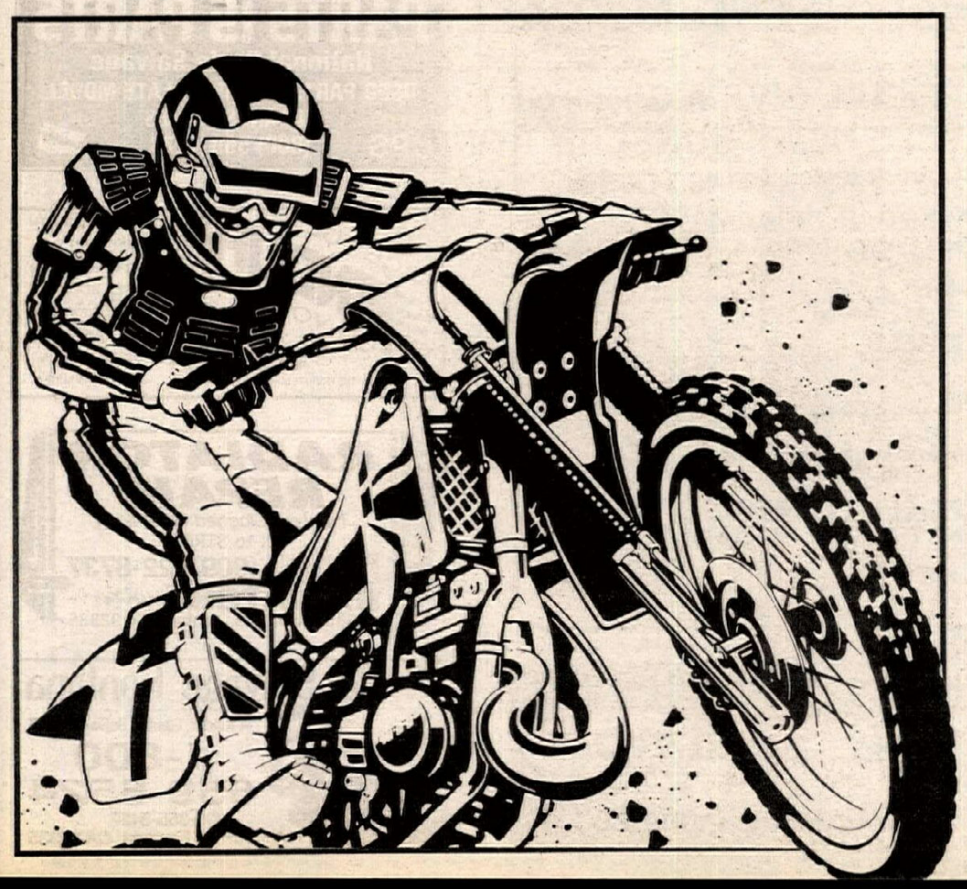

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